Aviation News

McGRAW-HILL PUBLISHING COMPANY, INC. MAY 1, 1944

New Chairman of Aero Chamber's Board of Governors: *Eugene E. Wilson, vice-chairman of United Aircraft Corporation, who was elected chairman of the Board of Governors of the Aeronautical Chamber of Commerce at the meeting of the trade association's board in Los Angeles last week. Choice of Wilson to the important ACCA post is expected to lend a powerful impetus to the Chamber's efforts toward formulation of a permanent U. S. air policy.*

★

ACCA Urges Strong U. S. Air Policy

Executives at Los Angeles meeting ask powerful AAF, acquisition of bases, expansion of trade and aircraft industry.....Page 7

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Aerial Arsenal Faces Invasion Test

Planes forced to play multiple role of knocking out Luftwaffe, communications and ground defenses .....Page 20

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Formula Sought for Return of Planes

Negotiations must work out system to account for depreciation, repairs and conversion, spare parts and other factors.....Page 36

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Rider Shuffles Termination Power

Revised Vinson Bill provides authority for dealing with all types of industrial contract cancellations .....Page 12

THE AVIATION NEWS

Washington Observer

AIRPOWER—Critics of the effectiveness of our airpower have their answer in the joint statement of the British Air Ministry and the United States Strategic Air Forces. The joint plan has been a success, although not yet complete. But it is noteworthy that the purpose they are methodically achieving remains the same—the purpose assigned them in the Anglo-American conferences that first planned their use. That purpose, and critics of airpower tend to overlook it, is the destruction of the German Air Force as a preliminary to the destruction of the German ability and will to continue armed resistance.

* * *

PORTENT OF THINGS TO COME—Look for no important decisions out of Washington on any issue not directly concerned with the military program until the invasion is under way. Everything now is directed toward that mighty undertaking and every course of future action depends upon its development. The atmosphere in the Capital is tense with pre-invasion waiting. The magnitude and seriousness of this unprecedented operation has finally permeated to the lowliest government clerk. Routine government business goes on and in Congress routine skirmishes continue, but underneath the tenseness persists and lesser programs are being held in abeyance.

*

PROBLEM OF GROWTH—In the plans for bigger and still bigger airplanes, one important factor often is overlooked. That is the necessity of constructing runways which will handle the giants. Many airports are built on fill-in land or in areas which simply will not handle the type of paving with sufficient strength to hold planes of excessive weights. Every time an airplane designer or builder announces a new and bigger airplane, airport engineers get a new headache. The size of an airplane, scientifically, may have no bounds, but the ability of airports which will hold the weight of the planes may put a limit on aircraft weights.

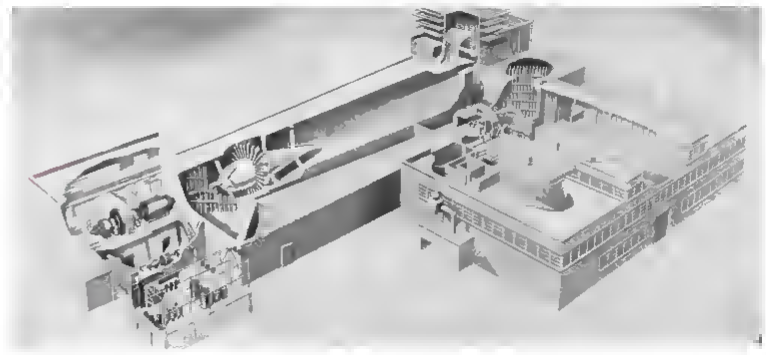
*

AIRPORT SITES—At a time when every forward-looking community is thinking about airports or landing strips for the air traffic of the future, the comment of an engineer, with considerable cynicism, is that when a town gets ready to build an airport, three men go out to select the site. One a Congressman, the second a civic leader or a man from the Chamber of Commerce, and the third a real estate dealer. This probably was merely his way of cautioning communities to select their airport sites with care.

* * *

RETURN TO PEACETIME BUSINESS—WPB officials are reiterating and emphasizing that efforts to beat the gun on the return to peacetime business will be unavailing. Their only result, WPB insists, will be to slow up war production. Chairman Nelson said recently that it is useless for business to become agitated now.

Artist's cutaway drawing of new Boeing wind tunnel



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May 1, 1944

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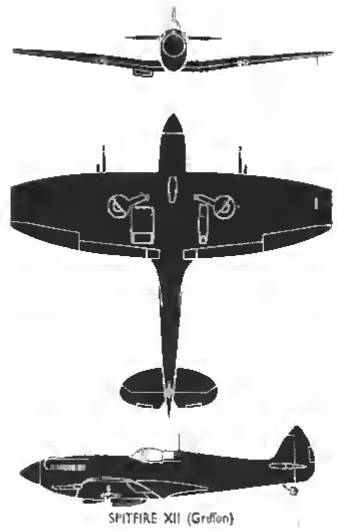
Washington Observer

about its position on the unknown day when Germany will surrender. He added significantly that when that day does come, regardless of when it comes, the government will not be able to relax economic controls overnight.

* * *

WASP VERSUS MEN FLYERS—There are increasing signs that the whole struggle between men and women pilots for opportunity to fly Army planes as a result of the AAF program to train between 2,000 and 2,500 women pilots while experienced male flyers are clamoring for work, is headed for a thorough airing in Congress. Protests over the unemployment of qualified men flyers have been received on Capitol Hill and are receiving sympathetic consideration. The cost of the training program for women is involved in the picture, some Congressmen taking the view that it is not justified under the circumstances. The American Legion took the matter up at its Washington meeting last week.



SPITFIRE XII (Griffon)

MATERIALS SHORTAGES—Many materials are tightening up again due to changed demands in munitions and allied products. Copper and steel are among these. Three months ago WPB officials believed that by May a number of such basic materials would be available for expanded production of civilian goods.

NELSON AND WILSON—WPB public relations men make it clear that there was no friction between the two top WPB officials over Nelson's press conference after his return from a vacation. Wilson, upset over reading accounts of the conference quoting Nelson's apparent dissatisfaction with action taken in his absence, called for a transcript of the meeting. After reading it, he felt Nelson had been misinterpreted and told an aide, "Don and I can get along."

* * *

GERMAN PRODUCTION—High AAF officials make no secret of their enthusiasm over the weakened condition of the Luftwaffe. Latest authentic estimate is that German production is down to 300 fighters a month. The German air force probably still has at least 1,300 fighters in operation, some undoubtedly held in reserve for the invasion.

* * *

BRITISH-BASED AAF—AAF officials say privately that our air force based in Britain will not reach its quantitative peak for about two months. By that time we shall have what they describe as "A complete air force," something that Germany could not boast even at the Luftwaffe's height, because that air force was built up and operated merely as an auxiliary to the ground forces.

* * *

TERMINATIONS FIRST—Working out procedures for termination of contracts has been given top priority in Washington, with formulation of plans for disposal of surplus materials and plants given second place. This decision is evident from latest activities on Capitol Hill and in the Executive branch.

* * *

EASTERN PORT USE—Washington planning calls for almost capacity use of Atlantic ports, even after the war in Europe subsides, for shipping additional supplies into the Pacific. Despite present and future expansion, Pacific ports would be greatly overtaxed if eastern facilities were not utilized fully, and railroad congestion in a mass transfer of materials from the industrial east to the Pacific Coast would be serious.

* * *

NAVY TAKES ARMY BASES—The Navy is taking over an undetermined number of bases throughout the country which are being abandoned by the Army, and has stopped construction at Roosevelt Roads, in the Caribbean, and at Trinidad. Officers and men have been reduced at various Atlantic and Caribbean bases by both services with further cuts and consolidations likely.

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Aviation News

McGRAW-HILL PUBLISHING CO., INC.

May 1, 1944

ACCA Urges Permanent Air Policy For National Security, World Peace

Executives ask powerful air force, acquisition of bases, expansion of commerce and preservation of large aircraft industry.

By SCHOLER BANGS

The aircraft manufacturing industry, speaking through its national trade association, the Aeronautical Chamber of Commerce, has urged formulation of a permanent American airpower policy to safeguard national security and assure world peace and prosperity.

Top executives of leading companies, meeting in Los Angeles, agreed on a four-point guide for such a policy:

- Maintenance of Army and Navy air forces at such strength and in such a state of readiness as to preclude a successful assault upon our country or its possessions
- Acquisition and maintenance of air bases essential to our security and that of overseas trade
- Facilitating the orderly and economic expansion of domestic and international air transport and private flying
- Preserving a strong aircraft manufacturing industry

The statement of the Aero Chamber proved to be a modification of an original proposal, voted down, which was to request President Roosevelt to appoint a presidential commission, similar to the Morrow Board of 1925, that would evolve government policy to cover aircraft and air transport industry during the post-war period.

Eugene E. Wilson, vice-chairman of United Aircraft Corp. and new chairman of the Chamber's board of governors, left undeclared what approach the Chamber might make in behalf of the industry to win assurance in Washington that the aircraft manufacturers will face the peace with enough profits to carry the industry through the conversion period.

- **Other Issues to be Taken Up—** He indicated that the vital issues of contract negotiation, contract termination and post-war seed money would be taken up at subsequent meetings of the Chamber's executive committee.

A comprehensive "estimate of American air power" issued later

LATEST PHOTO OF NACA MEMBERS:

Members of the NACA posed for this picture at the latest meeting in Washington. **Front Row:** *William Littlewood, vice-president—engineering, American Airlines, Dr. T. P. Wright, director, Aircraft Resources Control Office, Aircraft Production Board.* **Left to right:** *Dr. William F. Durand, professor emeritus of mechanical engineering, Stanford University, California, Maj. Gen. Oliver P. Echols, U.S.A., assistant chief of air staff, materiel, maintenance and distribution, Army Air Forces, Dr. Vannevar Bush, director, Office of Scientific Research and Development, Vice Admiral John S. McCain, U.S.N., deputy chief of naval operations (air), Maj. Gen. Barney M. Giles, U.S.A., chief of air staff, representing Gen. Henry H. Arnold, commanding general, AAF; Dr. Orville Wright; Dr. George W. Lewis, director of aeronautical research, NACA, Dr. Jerome C. Hunsaker, chairman, NACA, John F. Victory, secretary, NACA, Dr. Charles G. Abbot, secretary, Smithsonian Institution, Dr. Edward Warner, vice-chairman, Civil Aeronautics Board, Dr. Lyman J. Briggs, director, National Bureau of Standards, Rear Admiral Ernest M. Pace, U.S.N., special assistant (material), Bureau of Aeronautics, Hon. William A. M. Burden, Assistant Secretary of Commerce, Dr. Francis W. Reichelderfer, chief, U.S. Weather Bureau.*

to go with the four-point policy program, deals at length with the Morrow Board and it is planned to place it in the hands of members of Congress, military leaders and possibly the White House.

▸**Strong Air Force Urged**—The Morrow Board held that a strong air force is vital to national security, that the backbone of this air force must be a strong private industry, and that a long-term continuing program of procurement is essential to the creation of adequate engineering staffs and the acceleration of new technology.

"Thus," the statement said, "the board fixed responsibility for American airpower jointly upon the government and private industry."

The statement's summary of an estimate of the future emphasizes: "International, domestic and private air transport offer a source of new wealth and employment, rapid development is dependent upon an improved technology stemming from a strong competitive manufacturing industry, a dominant military and naval air force supported by adequate air bases is a prerequisite of free communication by land, sea and air. Only an air-minded people can provide that controlling air power which, in the hands of free men is the hope of peace and prosperity."

▸**Financial Security**—Wilson gave assurance that action of critical interest to the industry such as financial security for post-war transition will develop under the guidance of East and West Coast manufacturers committees of the Chamber.

Officers Elected

Eugene E. Wilson, vice-chairman of United Aircraft Corp., was named chairman of the Board of Governors of the Aeronautical Chamber of Commerce at the meeting of the trade association's board in Los Angeles last week.

Donald Douglas, head of Douglas Aircraft, was named vice-chairman.

Members of the Executive committee include Wilson, Douglas, Ernest R. Breech, Bendix Aviation, Glenn L. Martin, of Glenn L. Martin Co., and P. G. Johnson, of Boeing.

James P. Murray, Boeing vice-president and eastern representative, was re-elected president of the Chamber. L. D. Bell, Bell Aircraft, and LaMottee T. Cohu, Northrop, were named vice-presidents, Col. Harrison Brand, secretary and John E. Morgan, treasurer.

Members of the East Coast Committee are: R. E. Gillmor, Sperry, chairman, Glenn L. Martin of Glenn L. Martin Co.; J. Carlton Ward, Jr., Fairchild, Victor Emanuel, Aviation Corp.; Alfred Marchev, Republic, Ernest Breech, Bendix, L. D. Bell, Bell Aircraft, C. J. Brukner, Waco Aircraft and Wilson. West Coast members: Harry Woodhead, Consolidated Vultee, chairman; J. H. Kindelberger, North American; Robert R. Gross, Lockheed; T. Claude Ryan, Ryan; Lamotte T. Cohu, Northrop; P. F. Johnson, Boeing, and Donald Douglas, of Douglas.

30,000 Lend-Lease Planes Sent Allies

2,100 turned over in first 60 days of this year, Crowley reports.

Thirty thousand airplanes have been shipped by the United States to its allies in the three years of Lend-Lease operations, of which more than 2,100 were turned over during the first 60 days of this year.

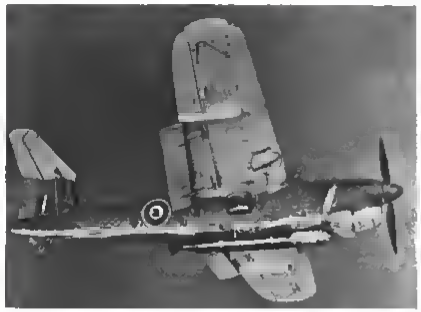
Leo T. Crowley, Foreign Economic administrator, in making this report, said that between Mar. 11, 1941, and Mar. 1, 1944, the United States sent about one fifth of its aircraft production abroad.

▸**$2,400,000,000 Sent**—The value of the planes sent under Lend-Lease was set at $1,800,000,000, while those purchased by our allies had a value of $600,000,000.

Crowley said that, while the Russians and British produce most of the planes their forces use, our Lend-Lease planes have been a vital supplement to their output.

"American planes in the hands of Russian, British, Australian, Chinese, Dutch and other Allied airmen are daily taking a heavier toll of our enemies on all fronts side by side with our own Army and Navy Air Forces, now the greatest in the world," Crowley said.

▸**Air Strength Pooled**—He noted that British and American production and air forces have been pooled in the air invasion of Nazi Europe and have substantially wrecked Germany's fighter plane output.



TORPEDO BOMBERS: BRITISH AND AMERICAN: *British Barracuda bomber (left) and the American Avenger. Both have been in service a little more than a year. The Barracuda, nemesis of the Tirpitz, carries its torpedoes or bombs on external racks, the Avenger in a torpedo bay. More than 1,000 Avengers have been delivered by Eastern Aircraft Division of General Motors. Photo shows wings folding back. The picture of the Barracuda is one of the first released by the British Information Services and shows the unusual tail structure and wing flaps.*

Army Post-War Military Policy Views Outlined: *Secretary of War Stimson, last week, appeared before the first sessions of the Woodrum Committee on Post-War Military Policy to present his views on a single department for the armed services, in which the air arm would attain equal stature with ground and sea forces. Stimson is seated in the foreground, and to his right sits Brig. Gen. William F. Tompkins. Members of the committee, left to right, are Costello, Johnson, Merritt, Snyder, Thomason, Vinson, May, Woodrum, Wadsworth, Powers, Mott, Short, Cole and Miller. In the background are Committee Attaches Lucian Hunter and Mrs. Betty Fox. Nine members of the Committee were not present when picture was made.*

Aviation Plays Dominant Role In Post-War Defense Hearings

Question of unified or separate air forces revived as Army witnesses present proposals at Woodrum Committee meeting on future military policy.

The role of aviation appears to be the chief concern of Congressmen charged with the formulation of post-war military policy. A series of Army witnesses before the Woodrum Committee last week outlined their proposals for a single department of national defense, and committee questioning centered around the role of the air forces in the reorganization.

There was general agreement on the broad principle of a single department and differences in detail apparently are sharper in discussion than in actuality.

▸**Old Battle Resumed**—The old battle between advocates of unified and separate air forces developed, yet even here discussion centered more on details than on principle. Robert O. Lovett, Assistant Secretary of War for Air, and Brig. Gen. H. S. Hansell, Jr., Assistant Chief of the Air Staff, ran into particularly sharp questioning from Naval Affairs Committee Chairman Vinson and Rep. Maas, Naval Affairs Committee member and a Marine Corps Reserve aviation colonel, on the question of the naval air arm. But both had made clear in their prepared testimony that they took cognizance of the Navy's need for specialized planes operating with seaborne forces.

In substance, Army witnesses advocated establishment of a single department of the armed services comprising ground, sea and air forces. The historic antipathy of the armed services toward a civilian head is reflected in the suggestion for a U. S. Joint Chiefs of Staff organization headed by a chief of staff to the constitutional commander-in-chief (the President), and including the chiefs of staff of the Army, Navy and Air Force. A fourth element and second new element would be created in the Director of Common Supply Services, functioning in a subordinate position to the chiefs of staff.

▸**Military Strategy**—The functions of the chiefs of staff would be in the field of military strategy and in making budgetary recommendations and allocations of appropriated funds. As the President's principal military advisers, they would have the legal authority to report to him direct. Under this plan, the Secretary for the Armed Services would be relegated to a subordinate position charged only with administrative detail and as principal adviser to the President and Congress on political and administrative matters.

Lovett and Hansell were questioned at length on their conception of a joint air force organization with Vinson and Maas seeking to obtain their views on details. It was evident the Navy would insist on the necessity for continued development of air teams trained in seaborne operations and completely independent methods of meeting the needs of the Navy's air arm. Lovett had

Army, Navy Agree

Secretary of War Stimson told the Woodrum Committee on Post-War Military Policy last week that Secretary of the Navy Knox was in substantial agreement on the need for a single department for the armed services after this war.

Admiral King, Commander-in-Chief of the United States Fleet and Chief of Naval Operations, indicated accord with the broad principles in his recent report to Knox.

It is known that Admiral Yarnell, who has been conducting the Navy's primary post-war studies, is in substantial agreement on the principles and has been advocating similar steps.

Navy witnesses will appear before the Woodrum Committee soon to present their views.

suggested that specialized types of aircraft could be given the ground and sea forces and that all others go into the Air Force.

▸**Special Type Planes**—Maas indicated that one question the committee would examine thoroughly would be provision for development and acquisition of special types of planes needed by ground and sea forces for their particular needs, saying that he felt either the British or the Germans could have won the war in 1940 if one or the other had given consideration to special types of planes. The British Navy did not have an adequate air arm, he brought out, for action in the Norwegian campaign because planes simply were assigned to the British Navy by the RAF with no thought given development of special types.

The United States Navy, said Maas, would have been in "an awful position in the Pacific" if it had had to depend on the Army for air power. The battle of Midway would have been lost, he added.

▸**Single Air Force Benefits**—Lovett conceded that the naval air arm would have to remain with the Navy, drawing a distinction between seaborne air strength and land-based strength, all of which he indicated would come under the air force in his concept of the new organization.

Lovett stressed the benefits to be derived from a single air force, listing them as (1) a single unified procurement agency, with the Navy establishing requirements for fleet types, the Army for specialized aircraft peculiar to its needs and the Air Force for all others, (2) consolidation of research and experimental establishments, (3) consolidation of engineering and production supervision, (4) savings in overhead organizations such as headquarters, staffs, intelligence, weather, photographic work, air charts and communications, (5) common personnel and recruitment division, (6) consolidated training establishments, (7) storage and issuance of parts, and depot and warehousing functions, (8) consolidated ground organizations.

Secretary of War Stimson and several other Army witnesses asked an early decision on the general principles of a single department for the armed services. Once these are decided, Stimson said, "even though not carried out until after the termination of hostilities, at least in the European theater, it is made far easier to settle questions of duplications.

Civil Flying

The Woodrum Committee on post-war military policy is taking a keen interest in the attitude of the Army toward civil aviation, with Chairman Woodrum and Rep. Mott expressing a particular interest in several of its phases.

That the present turmoil over civilian pilots in CAA-WTS schools released by cancellation of the program may have some bearing on determination of future policy was indicated by Woodrum, who told Robert A. Lovett, Assistant Secretary of War for Air, that it was his feeling that the problem should be grasped and straightened out and that "I am frank to say that explanations (of the situation confronting between 4,000 and 5,000 civilian pilots in the program) are not impressive." General Arnold probably will be called to discuss the matter with the committee.

Mott requested from Brig. Gen. William F. Tompkins, director of the Special Planning Division of the War Department, which is working on post-war plans of the Department, whether any consideration had been given to utilization of CAA airports in the post-war program. Tompkins said no such plans had been completed.

Packard Head Sees Quick Reconversion

With the end of war production, Packard expects to swing its expanded facilities into increased Packard car production, according to George T. Christopher, president and general manager.

Christopher said that meeting the demand for war products now properly confines the company's post-war thinking to plant and personnel planning, but "we are in good shape on both items, and we look to our field organization to do a similar job in anticipating a broadened future market."

▸**Ready for Green Light**—He commented that if Washington gives a go-ahead sign, Packard can build some cars along with its continued war manufacturing and added that the company could start producing cars in about four months after getting the green light, provided materials are made available.

Packard's March output set a record, said Christopher.

Sweetser Heads C-W Public Relations

Washington representative named director after resignation of H. E. Lawrence; Richard W. Darrow to be assistant.

A new public relations set-up has been announced by Curtiss-Wright Corp., under which Jess W. Sweetser becomes director, succeeding H. E. Lawrence, who has resigned, with Richard W. Darrow appointed to the post of assistant to Sweetser.

Sweetser has been Curtiss-Wright public relations representative in Washington for the past year and Darrow has been assistant director of public and internal relations for Curtiss-Wright's airplane division, with headquarters at Buffalo since Nov. 1, 1943. He had served as manager of public and internal relations at Curtiss-Wright's Columbus plant since August, 1941.

▸**Investment Banker** — Sweetser has become widely known in aviation circles since joining the corporation in Washington.

An investment banker for several years, Sweetser has been in automotive accessory manufacturing more recently as vice-president and director of the Differential Wheel Co., of Detroit. He is 43 and a native of Elkton, Ky. He is a graduate of Phillips Exeter Academy and Sheffield Scientific School, Yale University, and is widely known as an amateur golf player.

Sweetser

Darrow, before joining Curtiss-Wright, was assistant city editor and aviation editor of the *Columbus Citizen*.

AVIATION CALENDAR

May 1-3—Third Wartime Aviation Planning Conference Texas A & M. College Station, Texas.
May 1-3—Aviation Writers Association Convention, Dallas.
May 2-3—National Conference on Aviation Aeronautical Institute of Canada, Toronto.
May 8—Meeting of Board of Directors National Aeronautic Association Washington.
May 15-16—South Dakota Airport Planning Conference. Huron.
May 17-18—SAE National Diesel Fuels and Lubricants Meeting Hotel Knickerbocker, Chicago.
May 23 24—Aeronautical Training Society, annual convention, Roosevelt Hotel, New Orleans.
July 10-12—American Association of Airport Executives, Hotel Sherman, Chicago.
July 17 18—Air Traffic Conference, Denver, Colo.
Aug. 2-3—National Business Meeting, National Aeronautic Association Denver.
Oct. 4-6—SAE National Aircraft Engineering and Production Meeting Los Angeles.
Nov. 15-18—National Clinic of Domestic Aviation Planning Oklahoma City.
Dec. 4-6—SAE National Air Cargo Meeting Chicago.

Coast AWPC Plants Test Surplus Idea

Plan centralized clearing of orders for July requirements for sheet aluminum.

In an experiment that may whittle away at the surplus inventory of aircraft plants, West Coast Aircraft War Production Council members are testing a centralized clearing of orders for July requirements for sheet aluminum this month.

AWPC plants previously will have recorded their surplus supplies of the same material, and orders will be matched with surplus sheet sizes available within the council to fit together as many as possible.

The new system is being tested, it was made plain, and its value is problematic. Orders normally are placed by May 15.

▸**Segregation Continues**—Physical segregation of surplus inventory is proceeding and will be completed by June 1, it is believed. Once completed, reports will be used as basis of working out final details on a warehousing plan under which possession of the surplus materials will be transferred from the manufacturing companies.

Final report on the New York excess inventory display is expected within a week. It was estimated that it will show little more than $1,000,000 in actual sales, instead of $3,000,000 to $4,000,000 which was expected. The criterion, industry experts say, will not be in the total of sales, but in the number of sales in which WPB approved transfers that could not have been made otherwise.

Pending SWPA Order Awaited for Hint of Property Disposal Policy

Early action expected on problem of disposition of aircraft and airports; regulation may divide job among other agencies.

By WILLIAM G. KEY

Surplus Policy Regulation No. 1, giving for the first time a glimpse of the agency's plans for property disposal, will be issued by the Surplus War Property Administration within the next few weeks. Definite action on many issues then will be forthcoming, it is expected in Washington.

Two of the most awkward and troublesome problems facing the SWPA concern aviation, the primary one being aircraft surpluses. A special advisory subcommittee has been set up and its first meetings, scheduled to begin last week but delayed, should start this week.

▸**Airfield Disposal**—The second problem is one of airfield disposal, in which it must be decided whether airfields will be retained or whether the land will be re-sold to the original owners. It is being recommended that municipalities, counties, states and institutions be encouraged to acquire fields at greatly reduced cost if needs for such facilities exist.

While no one outside the agency has a very definite knowledge of what No. 1 regulation will contain, it seems established that, in addition to laying down fundamental policies, the regulation will divide the job among the disposal agencies—consumer goods, treasury procurement division, capital and producer goods, "a single corporation within the Reconstruction Finance Corporation", ships and maritime property to the Maritime Commission, and food, food administrator. It is possible that the disposal of surplus aircraft will be vested in the Civil Aeronautics Board on the same principle that ships are being disposed of through the U. S. Maritime Commission.

▸**Pogue an SWPB**—The extent that Surplus Property Administrator Will L. Clayton expects to be concerned with aircraft and aviation problems is indicated in the initial organization of the SWPA. Not only has a subcommittee been created to deal with aircraft disposal problems, but L. Welch Pogue, chairman of the Civil Aeronautics Board, has been made a member of the Surplus War Property Board, which, significantly, when created at the suggestion of the Baruch report, did not contain a CAB or CAA representative.

This board, containing representatives of War, Navy, Treasury, RFC, Maritime Commission, WPB, Budget, War Food Administration, Attorney General, Federal Works Agency, State Department and Foreign Economic Administration, was set up "to advise and assist him (the surplus property administrator) in developing unified policies for all government agencies." Clayton, who serves as chairman of the board, is authorized to "call on any other agency . . . in dealing with special problems."

▸**Mail Order Business**—An official of SWPA also asserted last week that the Army Air Forces specialized depot in Memphis, Tenn., which last November issued a 32-page disposal catalogue of aircraft surpluses, would be permitted to continue its disposal operations only until the SWPA Regulation No. 1 is issued.

ATA Maps Policy

Air Transport Association directors were unable to muster a quorum at their scheduled meeting last Monday, and a small committee has been working to outline the industry's views on disposition of surplus aircraft.

Industry spokesmen were scheduled to appear before meetings of the surplus aircraft advisory subcommittee headed by L. Welch Pogue, chairman of the Civil Aeronautics Board and aviation member of, the Surplus War Property Board. The Pogue group also postponed its sessions and is expected to get under way with its discussions this week.

The ATA outline will be submitted to board members and then presented to the Pogue group. Aircraft manufacturers, labor and other groups also will present their views.

Amended Vinson Bill May Effect Termination Power Compromise

Revised measure provides authority for dealing with all types of cancellations; wider control for comptroller general.

Contract termination legislation that may form the basis for compromise on the controversy over the role of Comptroller General Lindsay C Warren is now before the House

Originally prepared by the Naval Affairs Committee to set up procedures for the Navy Department in settlement of claims arising from terminated contracts, the Vinson bill—H R 4469—has been amended to provide for termination of all types of war contracts While it does not parallel the George-Murray bill now before the Senate, it is designed to meet the same general purpose

▸**More Power**—The new provisions for the role of the comptroller general would give him more power than is afforded him in the George-Murray bill and more closely meet the general ideas of the House membership, which has been expected to balk at the provision in the George-Murray bill giving Warren power only in the event of fraud and then only when fraud is indicated by the records

The Vinson bill gives the comptroller general a dual function First, to the extent he deems necessary, Warren would designate representatives to act as observers in settlement negotiations Second, he would investigate settlements by each contracting agency through "selective post-audit procedures similar to those common in commercial practice" The comptroller general would be given access to all books and records of contracting agencies and relevant records of contractors, and required to make recommendations for improvement in settlement methods and procedures All records would have to be kept five years

▸**Responsibility**—However, the bill provides that contracting agencies operating under the uniform policies and procedures of an interdepartmental committee will have exclusive responsibility for all termination settlements Once a settlement is made, it cannot be reopened except for fraud Fiscal officers involved in settlements remain responsible for carelessness or inefficiency, but not for payments where fraud later is shown

Membership on the interdepartmental committee will consist of the Secretaries of War and the Navy, the Secretary of the Treasury, the Attorney General, chairman of the U S Maritime Commission, chairman of the board of the Reconstruction Finance Corp and the comptroller general, or their representatives They would be required to organize within 30 days of the passage of the act

▸**Latitude**—The committee also would have the duty of prescribing regulations for the disposition of surplus property Great latitude is given the committee in this field and observers believe the present machinery would largely remain functioning, since the bill directs agencies to dispose of surplus property through the central agency then functioning for that purpose.

The Vinson bill provides for a Settlement Review Board to be set up within each department concerned, which would have to review settlements of more than $50,000 before the settlement became binding on the government Approval of bureau chiefs would be required for settlements of more than $100,000, and the chief of the contracting agency when more than $1,000,000 is involved This applies both to prime and subcontractors, and specifically to subcontractors even when the settlement is made by the prime contractor Contracting agencies are left free to negotiate settlements directly with subcontractors where such settlement would be feasible although the committee's report on the bill said it recognized that in many cases it would be more practical to have the prime contractor handle matters with subcontractors It also pointed out that settlement organizations of prime contractors would be an essential part of the personnel pool required to handle subcontractor negotiations

▸**Payments**—Interim payments to the extent of 100 percent of the contract price for completed items are provided Ninety percent payment exclusive of profit would be permitted on the balance of the contractor's claim, this amount to be determined by the contracting agency on the basis of the claim of the contractor or other data, Additional interim payments could be made when deemed necessary or desirable in the public interest but must be "clearly within" the amount due Detailed proof of claims is not required for interim payments, which are to be made as quickly as possible without incurring risk of overpayment Contractors obtaining overpayment would have to pay a penalty of 12 percent a year

The contracting agencies also would be permitted to guarantee loans to contractors, or to participate in such loans

▸**Property Removal**—Property relating to a terminated contract must be removed by the government within 60 days after demand by the contractor, or the contractor may store such property at the risk and expense of the government Removal requests, however, constitute a waiver of any contract rights to purchase such property from the government

Where a contractor has claims against more than one contracting agency, such claims may be consolidated in the agency having the largest share and settled as one claim, with other agencies participating

Navy Surplus Out

Airplanes of the Navy could not be declared surplus property under the provisions of the Vinson contract termination bill

The Navy is the only agency specifically restricted from declaring surplus goods, and the language of the bill restricting disposal of vital naval units is explicit

The bill states

'Provided, That the Navy Department shall not declare any property to be surplus to its needs unless the Chief of Naval Operations shall first have certified that such property is not needed for the operations under his supervision Provided further, That no ship, boat, barge, floating drydock, airplane, or realty, including equipment and machinery which have been made a part of such realty, shall be deemed to be surplus property under the provisions of this section"

Industry Gets 'Go' On Peace Models

Lombard tells aviation executives at NAWPC meeting WPB sanctions development of prototypes for post-war program

The aircraft manufacturing industry, heretofore held strictly to the development and production of warplanes, has been given the green light to develop prototypes of goods the industry will produce after the war, whether can-openers, washing machines, automobiles or railroad cars.

Leading aviation executives attending meetings of the National Aircraft War Production Council in Los Angeles last week were so advised by Dr A E Lombard, spokesman for the WPB Aircraft Production Board

▸**Quantity No Longer Great Problem**—Quantity of production no longer will be the No 1 problem of warplane builders and, as has been reported previously by AVIATION NEWS, the emphasis from now on will be on perfecting American military aircraft to meet combat tactical requirements, such as speed, climb, armament and elimination of weak spots revealed in aerial warfare on all fronts

Dr Lombard told the industry leaders that "we've hit the peak in production numbers. From now on we'll want you to make top-grade weapons of the airplanes you build."

▸**Points to Axis' Mistake**—He cautioned against the United States' falling into the warplane production trap that apparently has impaired Germany's air combat strength He said there is every indication that when Germany approached her aircraft production strength in 1940, she failed to consider the need for steady advancement of tactical quality of her planes.

That they now are free to fill their post-war showcase with models of things they hope to build and sell throughout the world after the war ends apparently came as a surprise to many manufacturers, whose previous information has been quite to the contrary.

▸**WPB Order Cited**—Dr Lombard assured them that the right was given them under the War Production Board Order No P-43, of Mar 6, permitting "laboratories" to obtain materials and build prototype articles for manufacture after the war

He explained that any division of an aircraft company engaged in prototype development can be considered a "laboratory" under the intent of the WPB order

▸**Significance Overlooked**—He suggested that the full significance of the order has been overlooked generally and added that it should be reassuring to many aircraft manufacturers that have been thinking of the post-war manufacture of things other than airplanes

Dr Lombard cautioned the manufacturers, however, that prototype projects must be restricted to the extent that they do not divert quantities of critical labor and materials from essential war production

▸**Sees Prosperity Era**—In his comments on post-war planning, Dr Lombard said he is convinced that aircraft manufacturing facilities are adaptable to manufacture of a limitless number of commercial commodities and that "a great era of prosperity is ahead for your industry when it can make everything under the sun."

The executives gained an understanding from Dr Lombard that WPB will make no attempt to interfere with the course of the "under 26" draft

'CHUTE TRAINING:

One of thousands of student paratroopers who have trained at Fort Benning, has wind currents to think about and is concentrating on the spot where he wants to land

OPA Adds Pressure To Ration Air Gas

Increasing complaints from auto owners that private flyers are joy riding may result in rationing of 73 octane gasoline Discussion of private and fixed-base operations at a meeting of OPA's gasoline industry advisory committee last week indicated the sale of War Training Service planes to citizen bidders has brought new pressure for private plane fuel control

▸**Sees Action Near**—OPA spokesmen say the public will not support claims that strictly private flyers are entitled to any more or as much consideration as is accorded auto drivers Thomas Shelburne, OPA officer in charge of automotive supply rationing, said an effort would be made to avoid damaging any air field business or contract and charter carriers He indicated the rationing order might be expected in two or three weeks

National Aviation Trades Association outlined in a release what it believes to be the rationing program which OPA will propose (1) fixed base operators would get 50 hours of fuel for each new student; (2) holders of pilot certificates would be allowed fuel for two hours, 15 minutes per month to keep their permits active, (3) private owners would get four hours of fuel per month, not allowable if qualified to receive fuel for war-essential flying, (4) owners and operators would be required to prove that hire or contract trips are essential to the war effort, and monthly allotments would be based on log book records

▸**Claims Little Fuel Saving**—NATA's appeal against rationing was skillfully drawn and was signed by John R Wilson The Association contends that rationing will cause private planes to be stored or disposed of; operators who have been engaged in war training of pilots will lose their remaining civilian business and may have to shut down; closing of the War Training Service program should make more gasoline available, not less, all private airplanes, including those added by sale of WTS planes, will use only one-fifth the fuel WTS was using, many air taxi services are as essential to the war effort as are other forms of business transportation, there are about 10,000 private planes, against 29,000,000 cars

Ownership of Lend-Lease Bases Put Secondary to U. S. Air Rights

American attitude on commercial access to British areas involved in destroyer swap reported conveyed to Beaverbrook by Berle at London exploratory talks.

Right of American overseas air operators to use Lend-Lease air bases in post-war commercial operations again was a chief topic for discussion in official aviation quarters last week as more details of the recent Anglo-American air talks became available.

The government, it was disclosed, regards ownership of the bases as of minor importance as long as U. S. lines have access to them. There was an authentic report that Assistant Secretary of State Adolph Berle, Jr., had conveyed this idea during his London talks with Lord Beaverbrook.

▸**Flag Secondary**—The question of whose flag flies over the bases, Berle told the British, is of secondary importance to a multilateral agreement providing free entry to those bases for participating countries.

An apparently significant point, on which no light was thrown, was the extent to which countries which retain ownership of the bases would require landing privileges in the United States. This question was raised when Australia's Prime Minister John Curtin arrived in Washington for conferences with the President, just as details of the London conference were becoming clearer.

▸**Reciprocity in Australia**—Curtin said Australia was prepared to grant landing privileges on a reciprocal basis, leaving the obvious implication that Australia would require similar rights in Hawaii, for instance. These were refused prior to the war because the United States felt it also might have to permit the Japanese to land in Hawaii.

Curtin took the occasion, at a press conference, to repeat the principles of the recent Canberra accord with New Zealand, and said in response to questions that bases in the Pacific should be subject to international control.

▸**Britain to Retain Bases**—Another aspect of the bases tangle arose when Prime Minister Churchill said flatly there was no present intention to relinquish British ownership of the bases acquired under 99-year lease in the famed bases-destroyers deal. He made the statement in Commons in response to questions about a House Naval Affairs Subcommittee report urging the United States to obtain permanent ownership of these bases.

Berle, meanwhile, reported on his London conferences to the Senate Aviation Subcommittee. The same differences of opinion within the committee appeared to exist after Berle's talks with members. Chairman Bennett Clark said he "entirely approved of the course Berle has taken," but another Senator who preferred not to be quoted said Berle while in London had expounded a position which be attributed to this government but which was at wide variance with the views taken by the Senate committee.

▸**London Talks**—Administration-inspired reports seeped out during the week calculated to put down some of the apprehension about the success of the London conference. It was emphasized all over again that the sole aim was to exchange opinions. These reports had it that there was a general disposition to tackle air problems on a worldwide basis, despite the many regional problems that will crop up.

There appeared, in confirmation of reports carried here at the time of Berle's departure, a consensus that a new air convention is desired by both America and Britain, starting with the premise that any nation's commercial planes may fly through the air space of any other nation, with right of technical stop.

Hitchcock Killed

Lieut. Col. Thomas Hitchcock, aviation enthusiast, one of the world's greatest polo players, flyer in two wars, was killed in a routine flight accident at Salisbury, England, where he was stationed as commander of a P-51 *Mustang* fighter group in the Ninth Air Support Command.

Hitchcock flew with the famous Lafayette Escadrille in World War I after he was rejected by the U. S. Army. After the war, he continued his interest in aviation and frequently flew his own plane from his Long Island estate to lower Wall Street, where he was associated with Lehman Brothers.

▸**Director of Export**—He was a director of American Export Airlines, but resigned when he was commissioned in the AAF shortly after Pearl Harbor. Only recently he was approved as a combat flyer, despite the fact that he was 44 years old.

FEDERAL DIGEST

Rate Raise Refused At Waco, Tex., Plant

Present figure at North American plant above going scale, NWLB rules; summary of week's activities in agencies.

By MARY PAULINE PERRY

The National War Labor Board rules that company-wide uniformity of rates in the aircraft industry should not be applied where such uniformity would seriously unsettle local labor markets by refusing a request by North American Aviation, Inc., for higher rates at its Waco, Tex., plant. The company had requested equalization with plants in Inglewood, Calif.; Kansas City, Kan., and Dallas, Tex. The Board admitted equal rates were generally desirable.

The Waco plant, in production since Dec. 13, 1943, has been operating on a temporary wage schedule authorized by the Eighth Regional War Labor Board in Dallas, with rates approximately 10c an hour below most rates in the other company plants, which are included in the Southern California Airframe Industry wage schedule. Workers at the Waco plant are not represented by any certified bargaining agency.

▸**Labor Members Dissent**—Labor members of the NWLB dissented, while the opinion on the majority decision was, in part: "We have denied the application because the present rates are in excess of the going rate in the Waco labor market."

Although airframe cases are generally treated as "rare and unusual" cases meriting special consideration, the Board said that fact should not give carte blanche for the establishment of rates entirely without regard to the going rates in the labor market area.

▸**National Labor Relations Board** trial examiner recommended that Hughes Tool Co. bargain collectively, on request, with United Steelworkers of America, Loc. 1742 and 2457-CIO, as exclusive representatives of production and maintenance employees, with certain specified inclusions and exclusions, at the main aircraft strut plants; notify such employees that grievances will be adjusted only through negotiations with the Union, and further, that it has ceased deducting dues on behalf of any labor organization from employees' wages except such deductions as are made pursuant to its contract with the union, cease and desist from in any manner interfering with, restraining, or coercing employees in their self-organizational rights; and post compliance notices for 60 days.

Trial examiner recommended the Goodyear Aircraft Corp. cease and desist from discouraging membership in IAM-AFL, or from in any other manner interfering with restraining or coercing employees in their self-organizational rights; offer two employees immediate reinstatement with back pay, and post compliance notices for 60 days.

NLRB ordered election for plant protection employees in the four General Motors Corp. plants at Cleveland and Brooklyn Village for or against UAW-CIO.

Curtiss-Wright Corp., Airplane Division, Cheektowaga, N. Y., plant protection firemen in the Buffalo and vicinity plants elected Industrial District Lodge 983, IAM-AFL. Hudson Motor Car Co., Detroit office and clerical employees in Jefferson, Chevrolet, and Gratiot plants elected Industrial Office Workers Union, UAW-CIO.

▸**War Production Board** announced an additional type of indicator light has been added to the Table of Acceptable Assemblies accompanying the order covering aircraft lighting equipment. Also included in the current issue of the table are names of several manufacturers whose products have been certified since the order and the table were first issued on Feb. 26.

The increase in aircraft production during the first quarter of 1944 indicates that the volume of aircraft lighting equipment produced this year will be a measure that produced in 1943, WPB officials said.

Current aircraft and truck-trailer programs with respect to requirements for pressed metal products (stampings) were reviewed by the Pressed Metal Industry Advisory Committee. Discussion of priority assistance for the acquisition of materials to be used in experimental models emphasized that materials may not be obtained under the order for uses prohibited by any WPB order or regulation, or for activities that will divert manpower, technical skill or facilities from war work.

Because Air Corps specifications on aviators' clothing have been changed, WPB was advised by its Industry Committee that government-owned stocks of processed shearling skins should be liquidated promptly, provided prices above certain minimum values are obtainable.

▸**Navy Department** has estimated needs for both crude and synthetic rubber in the aircraft carrier program, excluding plane complement, will amount to 58,195 pounds.

▸**Petroleum Administrator** for War Harold L. Ickes announced six oil companies have agreed upon cross-licensing, licensing terms and patent-royalty rates to be charged American refining plants using their processes to manufacture aviation gasoline and toluene.

▸**War Department** has let construction contracts for additions to air force facilities and depots for an approximate $1,950,000, including $293,814 for construction of addition to the plant of the Borg-Warner Corp., Muncie, Ind.

Orville Wright Flies *Constellation*

Noted scientist and co-inventor of airplane handles controls of craft on part of Washington-Dayton hop.

Orville Wright, co-invantor of the airplane and first man to fly it, took his turn at the controls and occupied the co-pilot's seat during the greater part of a 50-minute local flight of the Lockheed *Constellation* at Wright Field, Dayton, last Wednesday.

It was more than 40 years after his first flight at Kittyhawk, Dec. 17, 1903, and the second time he had been aboard a plane, even as a passenger, in the last 20 years.

To an AVIATION NEWS representative in the party with him on the flight, Mr. Wright remarked after the ship landed, "If you say I flew the plane, use some question marks or exclamation points so people will know you aren't serious. The plane flew itself."

▸**Taken Over by Army**—The big four-engined transport, now officially the Army's C-69, had landed at the Material Command headquarters flying field only a few minutes before, after a leisurely hop from Washington, where it had been turned over to the Army Air Forces by TWA and Lockheed representatives.

After a brief checkup on the C-69 at Wright Field, it will begin service test flying at the Dayton Army Air Field, Vandalia, Ohio.

Aviation Clinic Committee to Meet

Plans for the second annual clinic of domestic aviation planning at Oklahoma City next November will be made in Washington May 8 and 9 when the clinic's executive committee meets. The session will coincide with a meeting of directors of the National Aeronautic Association May 8.

The clinic itself is to be held Nov. 15 through Nov. 18. Steadham Acker, Birmingham airport manager, again will be clinic director.

▸**Draper Heads Committee**—Members of the executive committee, named jointly by NAA and Governor Kerr of Oklahoma, include Stanley Draper, managing director of the Oklahoma City Chamber of Commerce, chairman; O. M. Mosier of New York, American Airlines vice-president, program chairman, Harry Bruno, New York, public relations chairman; Kern Dodge, Philadelphia, resolutions chairman, Col. Jack Jouett, Higgins Aircraft, New Orleans, credentials chairman, Glenn Eastburn, vice-chairman, Los Angeles, William P. Redding, NAA treasurer at Washington, on credentials, Mayor Robert Hefner, Oklahoma City, and Glenn C. Kiley, president of the Oklahoma City Chamber, co-chairman on local arrangements; W. R. Enyart, NAA president; Gill Robb Wilson, NAA past president, Lowell Swenson, NAA manager, Governor Kerr, Paul Hoheisel, president of the Oklahoma City NAA chapter, and Jack Hull, aviation secretary of the Oklahoma City Chamber, clinic secretary. Other names are to be added later.

Gwinn Named P&W General Manager

William P. Gwinn has been named general manager of Pratt & Whitney Division of United Aircraft Corp., promoted from the acting general managership to which he was named last November when H. Mansfield Horner became president of United.

Gwinn, who is 36, joined the company 17 years ago and after serving in the factory was named assistant to the service manager.

▸**Six Years on Coast**—He spent six years as West Coast representative of the company and in 1939 returned to the home office at East Hartford as assistant sales manager.

In 1942, Gwinn was appointed assistant general manager of Pratt & Whitney and last November was elevated to acting general manager. Gwinn was named by the Board of Directors at its annual meeting last week.

Mich. Board Grants 1st 'Copter License

The Michigan Board of Aeronautics has granted the Aeronautical Products Co., of Detroit the first helicopter-port license in Michigan, on the basis of performances of a rotor-type aircraft designed by Frank Dobson, experimental engineer for the firm. The company earlier had been granted a license by CAA.

Manufacturers, Distributors Group Organizing Post-War Program

More than 40 parts, supplies and equipment firms comprise expanding trade association preparing plans to meet problems of war and peace.

By BLAINE STUBBLEFIELD

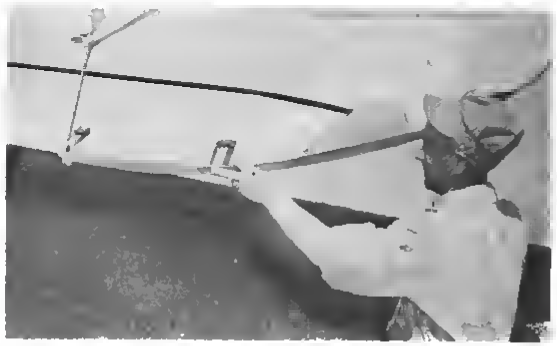
A merchandising committee of Aviation Distributors and Manufacturers Association, appointed by ADMA President Ray Snyder, will "study all phases of the merchandising of aviation parts, supplies and equipment" George A Fernley, association secretary, said the committee is preparing for the education of retailers in effective contact with users

The committee's program, and the set-up and objectives of ADMA, were explained during a conference at Philadelphia group headquarters last week

▸**Organized Year Ago**—ADMA, organized early last year, has a Distributors Division and a Manufacturers Division At present, it has more than 40 members Officials said they estimate about 100 firms eventually will join the organization Members and prospective members make and sell general aviation goods such as batteries, tires, hose, paint, spark plugs, propellers, testing equipment, and so on Engines are not included, but engine parts may be, in the future

Makers and sellers of airplanes, and the parts made specifically for those planes, are not included in ADMA Trade group of the light plane builders is the Personal Airplane Department of the Aeconautical Chamber of Commerce

▸**Fernley to Aid in Policy Formation**—ADMA has retained George A Fernley, specialist in trade and industrial practices, to assist in the formation of policy, and, as secretary-treasurer, to conduct the organization's business at its headquarters, 505 Arch Street, Philadelphia 6, Pa. Vice-presidents are C B. Bunch, B G Corp, New York, and W F Scott, Jr, Supply Division, Inc, Robertson, Mo



CLAMPS PROTECT AILERONS:
Small plane owners may save aileron repair bills with protection clamps such as those invented by Ralph Barton, maintenance man at Thunderbird Field II, Southwest Airways' primary training school near Phoenix, Ariz. From scrap materials, he devised a protective bar that covers the aileron's trailing edge

No rules and regulations on trade practices will be laid down by the ADMA board of directors Its policy is to give information and advice, and to promote friendly cooperation between manufacturers and distributors and with their retailers and final users.

▸**Scope of Work**—ADMA headquarters will investigate matters of interest to its members, cooperate with the Federal Trade Commission, make cost studies, try to improve accounting systems, study and advise on liquidation of government-owned surpluses and the termination of war contracts, and on wage incentive plans and pension systems It will give attention to interchange of credit and simplification of lines, has issued up to the present 48 informative bulletins.

Secretary Fernley emphasizes the Association's intention to observe the provisions of the anti-trust laws He said that in 57 years of service to business associations, his firm has seen no permanent benefit accomplished through circumvention of these laws

▸**Won't Pass on Distributors**—"We will not establish any list of so-called 'legitimate wholesale distributors'," Mr Fernley said Under the law, he explained, the Association can discuss the advantages of different types of selling policies, such as selective distribution, but it cannot and will not attempt to restrain the trade of anyone

Some producers and distributors have proposed measures to keep automotive interests out of the aviation field Officials of ADMA said there is no legitimate means to effect such restriction They added that, after surveying the prospects, the auto people usually find aircraft potential business too small to interest them

▸**Trade Practices Talks**—Several leaders in both divisions of ADMA have given expert advice on trade practices in addresses before the membership Among them are T G Tynan, W F Scott, L G Mason, Dwight P Joyce, R J Montgomery of General Motors, James A Riddle, Radio Corp of America, L E Neville, editor of *Aviation* Magazine, and Mr Fernley

The Merchandising Committee has a 14-point study agenda, including potential market; standardization of parts for minimum stock and maximum turnover; standardization of definitions and record forms, returned goods policy; inventory systems.

▸**Standardization**—Asked if they

believed light plane manufacturers could standardize extensively on wheels, tires, chargers, instruments, tubing, hardware, etc., thereby cutting cost of components, officials of ADMA said they did not. It sounds like a good idea, they explained, but it doesn't work. Manufacturers are individualists, like other people.

Members of the Distributors Division of Association include:

Aero Service & Supply Co., Inc., Municipal Airport, Birmingham, Ala.
A I D., Inc., 1625 Broadway, Denver
Air Associates, Inc., Teterboro, N. J.
Air Parts, Inc., 723 Sonora Ave., Glendale, Calif.
Aviation Supply Corp., Atlanta Municipal Airport, Rapeville, Ga.
General Aircraft Supply Corp., City Airport, Detroit
Omaha Aircraft Co., Omaha
Karl Ort, York, Pa.
Precision Automotive Corp., Houston
Snyder Aircraft Corp., 6666 West 63rd St., Chicago
Southwest Airmotive Co., 8416 Love Field Drive, Dallas
Supply Division, Inc., Lambert Airport, Robertson, Mo.
Eck Trexler Aero Supply, Municipal Airport, Pittsburgh
Van Dusen Aircraft Supplies, Inc., 1612 Harmon Place, Minneapolis
A. W. Whitaker, P. O. Box 3529, Portland, Ore.

Members of the Manufacturers Division include:

B. G. Corp., 136 W. 52nd St., New York
Berry Bros., Inc., 211 Laib St., Detroit
Champion Spark Plug Co., Toledo
Electric Storage Battery Co., Philadelphia
Freedman Barnham Engineering Corp., Cincinnati
Gliddon Co., Cleveland
B. F. Goodrich Co., Akron
Goodyear Tire & Rubber Co., Akron
Lear Avia, Inc., Piqua, Ohio
G. R. Lewis Co., Watertown, Wis.
Mid-State Mfg. Co., Waupun, Wis.
Mid-West Screw Products Co., St. Louis
National Screw & Mfg. Co., Cleveland
Packard Electric Division, General Motors Corp., Warren, Ohio
Ramsey Accessories Mfg. Corp., St. Louis
Rending Batteries Inc., P. O. Box 816, Read ing, Pa.
Scott Aviation Corp., Lancaster, N. Y.
Sensenich Bros., Lititz, Pa.
Thompson Products, Inc., Cleveland
W. Harris Thurston Inc., 49 Worth St., New York
Titeflex, Inc., Union, N. J.
Victor Mfg. & Gasket Co., P. O. Box 1668, Chicago
Joseph Weidenhall, Inc., 4349 W. Roosevelt Rd., Chicago
Willard Storage Battery Co., Cleveland

100 Tenn. Teachers To Get Air Training

This country's first mass aviation indoctrination of high school teachers will begin May 22. One hundred Tennessee high school teachers qualifying for scholarships will be given basic aviation training which will aid them in teaching subjects related to aviation in the public schools of the state.

The State Bureau of Aeronautics and Austin Peay State College have jointly arranged for the program.

Twelve weeks of ground school, with ten hours of dual-control flight instruction, will be given under the direction of the college, which is at Clarksville. Expenses of teachers holding scholarships will be paid by the Bureau of Aeronautics, of which Col. Herbert Fox is executive director.

Heads ADMA: *Ray Snyder, head of Snyder Aircraft Corp., Chicago Municipal Airport, is president of the expanding Aviation Distributors, Manufacturers Association.*

Furthers Air Education—W. Percy McDonald, chairman of the Bureau, said flight indoctrination of high school teachers is the latest step by the Bureau, and by Governor Prentice Cooper, to further aviation education in the schools and colleges of the state. "Army and Navy have recruited more aviation cadets in Tennessee than in any other state in the southeast," he said.

"It is not our intention to make pilots of teachers," he explained, "but to qualify them to speak with authority on aviation subjects. If flight indoctrination meets with the success we anticipate, we hope to extend our work to the colleges of the state in connection with our already-extensive college airport program."

Curriculum — The college has operated a War Training Service program through eight classes of naval cadets. The ground course will be 210 hours of classroom work. Subjects covered will be civil air regulations, navigation, aerology, recognition, code, engines and aircraft, values and problems of aviation.

Faculty members experienced in WTS will give the ground work. Instruction in the air will be given by Kapp Flying Service, Clarksville, under contract.

Stewart Quits WTS

Resignation of executive director to be effective May 15, Commerce Dept. announces.

Rapid termination of the wartime Army and Navy pilot training program by the Civil Aeronautics Administration has prompted R. McLean Stewart to resign as executive director of training, effective May 15.

McLean pointed out that all Army contracts will be completed by June 30, and that the Navy already has assigned its last contingent of cadets under the program, although it has indicated there will be a 45-day finishing-off period in the program after June 30.

Bill Pending—Although there is a bill pending in Congress to extend the CAA-Civilian Pilot Training act beyond June 30, most government officials doubt that a federal training program for civilians is likely to be approved at this time. The bill, sponsored by Senator McCarran, provides for government training for pilots not eligible for military service.

In December, 1942, CAA-CPT became CAA-War Training Service, devoted to pre-flight training of Army and Navy cadets. Stewart joined CAA as executive assistant to the Administrator in October, 1942, and in January assumed his present post. Since that time, over 200,000 Army and Navy men have received flight training in CAA-supervised schools and both services have indicated their satisfaction with the program. Stewart has been on leave from Harriman, Ripley and Co., Inc., New York where he will return.

Terminations to Continue—Termination of all contracts and disposal of Defense Plant Corp. planes will continue under the direction of the staff of CAA-WTS for the present, it is indicated.

With the McCarran bill dormant, officials say it is doubtful that any other legislation will be introduced until the post-war era.

Florida Air Schools

Members of the Florida State Aviation Committee have recommended to the State Legislature the retention of Florida's civilian aviation schools. The committee also recommended that high schools of the state offer courses in elementary aviation.

COMMENTARY

Mighty Allied Aerial Arsenal Faces Biggest Test in Invasion Job

Terrific air battles inevitable, with planes forced to multiple role of knocking out Luftwaffe, paralyzing communications and blasting and strafing enemy installations and troops.

During the invasion of Europe, our Tactical Air Force will operate in three distinct phases. The first big job is to knock out enemy air power. The Strategic Air Forces already have made considerable progress on this item by destroying thousands of Luftwaffe fighters in the air and on the ground, and potential thousands which will *not* come off the production lines on account of the smashing attacks on vital aircraft factories.

However, no matter how well this part of the job is done, terrific air battles are practically inevitable once the invasion starts, as General Eisenhower himself has recently indicated. Allied fighters must head off and destroy the swarms of improved enemy bombers and fighters now in reserve which will concentrate on the landing forces. Allied medium and light bombers and fighter-bombers must strike at enemy bomber bases to knock out aircraft and facilities. Here, too, a start has been made already and the line has been moved back, but in the nature of the case it cannot all be done in advance.

Isalating the Battlefield—The next task is to smash enemy supply lines and concentrations. During the last two weeks of April tens of thousands of tons of bombs, including a record 5,000-ton mission by the RAF, have been dropped on railyards, junctions, locomotive repair shops, canal locks and bridges, to disrupt communications as far as possible before the big day. However, there will be a vast amount of unfinished business along this line which cannot be done until the time arrives. Similarly as regards the smashing of defensive installations. Since Christmas week the "invasion coast" in the Pas de Calais area has taken a most terrific pounding, and these installations have almost certainly been badly smashed up and moved farther inland. But here again new construction goes on apace, and it is more than probable that all types of bombers, including the *Forts* and *Liberators*, *Lanks* and *Halifaxes*, as well as the mediums and lights, will have to be thrown into the fray for a time when D-Day arrives.

Allies Must Daminate Air—As the fighting itself proceeds, fast attack bombers and fighter-bombers will be used directly against enemy troops and ground objectives. Airborne troops in transports and gliders and paratroopers will land behind the enemy lines and perform dangerous and highly specialized jobs with clock-like precision. Gun emplacements, tank concentrations, supply and ammunition dumps will have to be knocked out.

Low-flying attack planes will

BATTERED *HELLCAT* COMES HOME:
This Hellcat of the "Lucky 13" squadron made it back to its carrier after a direct hit by a three-inch anti-aircraft shell which knocked out its radio and damaged its arresting gear. Despite the damage, suffered at Kwajalein, the pilot got back for a crash landing, shooting down two Zeros on the way.

'Tarmac Duty'

The Navy has introduced a new term for ground handlers at airports and flight strips and has formalized a brief period before second class seamen go into flight prep courses as "tarmac duty."

In addition to utilizing young men before pre-flight courses were available, the new duty gave the potential cadets practical experience in handling aircraft on the ground at various air stations on the continent, and aided in familiarizing them with Navy aircraft types.

drop light bombs and 'parafrags,' carry out skip-bombing attacks, and heavily strafe their objectives with machine gun and cannon fire. Fast reconnaissance ships will streak over enemy territory and bring back the indispensable photo intelligence required in modern operations. And, during all this time, fighters must maintain practical control of the air. Without this, the battle will not be won.

▸**Equipment**—All this sounds like a big order for tactical airpower. Do we have the stuff, and enough of it? First of all we have *two* Tactical Air Forces, RAF and AAF, with the finest available leadership in air-ground cooperation. (See AVIATION NEWS, Apr. 17, page 19, for organization chart.) Practically the entire North Africa first team is there. Eisenhower, Tedder, Spaatz, Doolittle, Coningham, Brereton, Montgomery, the leaders who hammered out the air-ground pattern of victory a year ago. The same aircraft are available as then, in most cases in greatly improved versions, and in sufficient quantities, plus some powerful new models. A few examples follow:

▸**Fighters and Fighter-Bombers**—Improved American models in this class include the latest *Lightning*, which can carry twice the bomb load as last year, and as an escort fighter has double the range. The Merlin-powered *Mustang* is a great improvement over the Allison-powered A-36, used with such success in the invasions of Sicily and Italy. The *Thunderbolt* was not used in the Tunisian campaign, but since then has been the backbone of the British-based fighter force. Its very heavy fire-power (eight .50's), superior performance at altitude, and amazing ability to absorb punishment, make it a tough customer. New series with water-injection and wide-blade propellers have a greatly improved rate of climb. All of these 400-mph. fighters double in brass as effective fighter-bombers, with fighter protection.

Their British stablemates are not less effective. In the *Thunderbolt* weight class is the Hawker *Typhoon*, with 2,200 hp. Napier Sabre engine and four 20-mm. cannon, a highly effective low and medium altitude fighter and fighter-bomber. The latest series has full vision teardrop canopy. The *Spitfire Mark IX*, though lacking the long range of the *Mustang* and *Lightning*, is still one of the world's outstanding medium and high altitude fighters. The newly announced *Mark XII*, fitted with Rolls-Royce-Griffon 1,500-hp. engine and with clipped wings is especially adapted as a low-level fighter and fighter-bomber. These three British ships are also in the 400-mph. class.

▸**Medium and Light Bombers**—Since last August the Martin *Marauders*, now operating with the Ninth Air Force, have established a record for low losses and effective operations from low-medium altitude (8,000 to 12,000 feet), with fighter escort, largely *Spitfires*. The new model with twelve .50 caliber machine guns packs a deadly punch. A recent addition to the Ninth Air Force striking power is the new model of the Douglas *Havoc*, one of this war's most popular and versatile light bombers, having been used in England since 1941 as the *Boston* day-bomber and *Havoc* night-fighter, in North Africa by RAF and AAF, in Russia with great appreciation by the Red Air Force; and in New Guinea as one of the successful guinea pigs in minimum altitude bombing against both shipping and land targets. The new version has a solid nose with four 50's, two more .50's in front fuselage (one each side), two more in a new top turret, and one flexible tunnel gun beneath the fuselage—nine high-velocity hard hitting .50's in all. Speed is about 320 mph., and a sweet ship to fly.

The British entry in this class is the fast and versatile *Mosquito*—light bomber, fighter, night fighter, and long-range reconnaissance ship. Matching the *Marauders* of the Ninth, the RAF has a number of *Mitchells*, the 'round-the-world medium bomber par excellence. The American aircraft operate under General Brereton, C/G of the Ninth, and the British under Air Marshal Coningham, commander of the Second Tactical Air Force (1st is in Italy, 3d in India). Both unite to form the Allied Expeditionary Air Forces under Air Marshal Leigh-Mallory, General Eisenhower's tactical air chief; his deputy, Air Chief Marshal Tedder, is one of the world's outstanding air tacticians. Taken altogether, it appears as if air would have a chance to do its stuff.

NAVIGATOR

Navy Pilot Costs

Despite the discontinuation of all War Training Service school contracts by the Navy Department effective by the end of the fiscal year, not one dollar will be saved over the amounts previously appropriated for such preliminary training, Naval officers inform the House Appropriations Committee. Reason given is the "increased rates for subsistence and tuition."

During the next fiscal year beginning July 1 an average of 6,500 primary training students (3 months course) will be enrolled at about 10 bases instead of 5,000 during the current year, with the flight cost per hour decreasing from $27.80 to $20.77, although flight hours per month per student will rise from 39 to 44.

A total of approximately 19,577 students will enter Naval intermediate training next fiscal year, against about 26,606 this year. Flight hours per cadet per month will rise to 43 from the present 36.4, while cost per flight hour dropped Jan. 1 from $27.80 to $20.77. Graduates are estimated at 20,242 against the current year's expectation of 20,131.

Gen. Vandenburg Succeeds Butler

Pre-invasion shifts in the air command in the European theater continue with the appointment of Maj. Gen. Hoyt S. Vandenburg as deputy commander in chief of the Allied Expeditionary Air Force, succeeding Maj. Gen. William O. Butler, whose new assignment has not been announced.

Headquarters also announced that Brig. Gen. Myron R. Wood has been appointed director of administrative services for the AAF in the European theater.

Hale Gets New Post In Pacific Theater

Maj. Gen. Willis H. Hale, commanding general of the 7th Army Air Force in the Central Pacific, has been given command of the shore-based air force in the forward area of that theater. The post has been created to coordinate operations and logistic support of all shore-based Army, Navy and Marine combat aviation, Admiral Chester W. Nimitz announced.

CLEARING the South Pacific atolls of Tojo's yellow hordes calls for eternal vigilance. Jap moves must be spotted fast. Where are they? How many are there? What are they up to? The only way to get the answers is from the air.

On a June day last year a flight of eleven Corsair fighters took off on patrol from their South Pacific base. The job of combing vast areas of sea and pin point islands for signs of the wily Jap can be monotonous. But it's a job that calls for constant alertness. For anything can happen. And it usually does—when least expected.

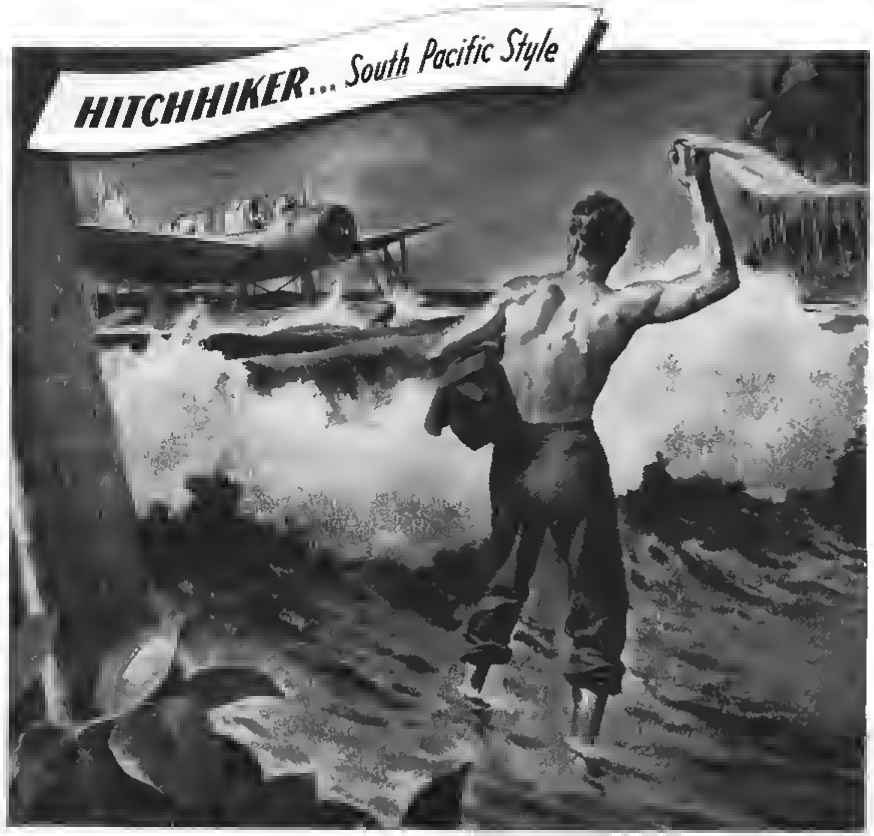
Major Roy L. Vroone, U. S. M. C., and First Lt. W. H. Snee, U. S. M. C., were in the flight above the clouds. Suddenly the clouds break. There, 1,000 feet below are 20 to 25 Zeros, out looking for trouble. The flight pounces for the kill. The Japs, caught on the spot, duck into the safety of a cloud bank. Our fighting Marines have plenty of scores to settle with the Nip. 50 miles they press the chase. But the Zeros had scored a disappearing act.

By now, the unsettled weather that provided the Japs with cover had closed all landing fields in the home area. Vroone and Snee became separated from the other planes in the flight. Snee's gas was running perilously low. He signalled Major Vroone he was forced to make a water landing. Setting his fighter plane down in the water off a small island, Snee got clear before it sank and reached shore safely in his rubber boat.

Vroone had radioed the base of his companion's plight. Swiftly to the rescue came an Edo-equipped Navy *Kingfisher*, one of the famed "mercy ships of the air," piloted by Lt. (j. g.) W. C. Adams, U. S. N. R. Skillfully, Adams taxied his ship shoreward and, within a scant two hours after his forced landing, Lt. Snee was hitchhiking back to his base.

But a major can't fly any farther on a gallon of gas than a first lieutenant. Major Vroone, too, was forced down when his gas gave out. Lt. (j. g.) Grant Herred, U. S. N. R., flying another *Kingfisher* was ordered out to find him. In a little more than an hour, he located the Marine Major on an island beach. By then a heavy sea was rolling. Herred negotiated his water landing but had to avoid the pounding surf. Vroone, with no other means of reaching the rescue plane, swam through the breakers and was quickly hauled aboard. He, too, was safely back at his base before nightfall. Final report: "All present."

Rugged Edo Floats permitting Navy scouting planes to land and take off on rough ocean water have been writing chapter after chapter in the heroic story of unrelenting effort which has snatched scores of Naval Aviators from death after they had been forced down or shot down during fight operations.



PERSONNEL

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Howard L. Hartman has joined Chance Vought Aircraft division of United Aircraft Corp as executive assistant. He has previously served 11 years with the Pratt & Whitney Aircraft Division of United. Hartman has been assistant general manager of the Chandler-Evans Corp. in South Meriden.

Hart Bowman, former manager of Dallas Aviation School and a leading figure in southwest aviation, has been named to the new post of airport supervisor for the city of Dallas. In this new post, created by the City Council, Bowman will supervise the planning and development of all future airports in the city's master plan and will supervise their operations as well. Bowman is mapping a national tour with CAA officials and municipal representatives to assemble data needed for the city's expansion program.

James F. Reid, former deputy chief of the Alloy Steel Branch of the War Production Board, has been named production manager of the Timken Roller Bearing Co., Canton, Ohio. Before joining the government, he was production manager of the Steel and Tube Division of Timken.

P. E. Priestman has been named traffic representative of American Airlines at Toronto. For the past two years he has been serving with the RAF Transport Command. Previously Priestman was with Colonial Airways, Ltd., Montreal. He joined American in 1941. W. Murray Stainton is traffic manager for American at Montreal, having transferred from the Toronto office, where he has been traffic representative since 1941. He formerly was manager of Canadian Colonial Airways, Ltd.

Priestman **Stainton**

Orville Wright, aviation leader and one of the original members of the Aeronautical Chamber of Commerce when the national group was organized in 1921, has been elected to honorary life membership in the Chamber.

Lieut. Col. George F. Brin has reported for duty in the personnel section, Aviation Division, Marine Corps headquarters.

E. E. Hertzler has been appointed chief industrial engineer of the Miami Division of Consolidated Vultee Aircraft Corp. He formerly was in the industrial engineering department at San Diego and has been on the engineering staff since 1941.

Mario Molino has joined TACA Airways Agency, Inc., as traffic representative for the New York office. He was formerly Mexico's consul-honorary to the Republic of Panama and prior to that was manager of the former Transportes Aereos Mexicanos in Merida, Yucatan, Mexico. He has had wide aviation experience both in Mexico and the United States.

Barr

Joseph M. Barr, assistant general manager of the Chance Vought Aircraft Division of United Aircraft Corp., has been named manager of the export department of the corporation and has relinquished his post at Chance Vought. Barr joined Chance Vought Aircraft in 1932 and has served in many capacities since that time. Last winter he made a two-months tour of South and Central America studying the aircraft situation in the various countries.

Air Medals have been awarded to five members of a Northeast Airlines crew for making a perilous rescue mission in the Arctic regions while flying for the Air Transport Command. Those decorated were: Capt. Alvah V. R. Marsh, Capt. Francis B. Cholifoux, Joseph Sewell, Lester E. Hughes, and Winston A. Peacock. The

VOUGHT OFFICIALS HOST TO NAVY PILOT:

When Lieut. Comdr. John T. Blackburn (second from left) Commanding Officer of the Navy Corsair *squadron, the "Jolly Rogers," visited Chance Vought aircraft in Stratford, Conn., he toured the plant with, left to right, Boone T. Guyton, chief experimental test pilot, Rex B. Beisel, general manager and Lyman A. Bullard, Jr., chief of test flight. Blackburn's outfit used* Corsairs *to shoot down 154 Jap planes in 79 days in the Southwest Pacific.*

crew made a 10,000-mile Artic flight around the magnetic pole to bring out a sick government weather observer and to carry badly needed supplies to distant outposts

James P. Mitchell has resigned as director of Army Service Forces' Industrial Personnel Division and will return to Western Electric Co. He is being replaced by **W. A. Hughes**, general manager of Indiana Bell Telephone Co. Mitchell before joining ASF, assisted in organizing the Training-Within-Industry program

Ed Wahle has been promoted to the post of assistant production manager of the production control division at Kellett Aircraft Corp.

James H. Marks has been appointed executive vice-president of Packard

Marks

Motor Car Co., Detroit builders of Rolls-Royce aircraft engines. Marks was formerly in charge of Packard's war production contracts and recently was named chairman of the contract termination committee for the Automotive Council for War Production.

Richard G. King has been appointed assistant to the president of Taylorcraft Aviation Corp., following resignation of **Carl W. Elkins** who has rejoined Eastern Air Lines as a co-pilot. King was formerly with Rudolph Wurlitzer Co., Chicago, and has been engaged in that company's sub-contract division, principally at the DeKalb, Ill., plant, concentrating on a Navy aircraft contract.

Col. William H. Dayton, second in command of the Western Procurement District, AAF Materiel Command, has been promoted to full colonel, according to Brig. Gen. Donald F. Stace. Col. Dayton is rated a senior pilot and was at one time in command of the Colorado National Guard Air Corps. He has been assistant production and inspection officer of the GFE depot at San Pedro, assistant technical and production executive at Los Angeles.

LOCKHEED CONSULTANT:

A. H. Mogansen, nationally prominent work simplification expert and special consultant to Lockheed Aircraft Corp., is pictured as he left for battle areas under special assignment for the War Department. Lockheed is publishing new booklets on their work simplification program, guided by Mogansen, who expects to return to the factory on completion of his military assignment.

Stewart C. Paxton, director of recreation for Fairchild Aircraft division of Fairchild Engine and Airplane Corp., was elected a director of the Industrial Recreation Association at the annual conference in Chicago.

WINS IDEA AWARD:

William Diltz, supervisor at United Air Lines' Cheyenne modification center, was presented with a $500 War Bond by W. A. Patterson, president, as the result of a valuable suggestion submitted to UAL's Suggestion Conference. The suggestion, of a confidential military nature, saves 20,000 man-hours of work annually.

R. C. Wright has been appointed assistant treasurer of United Air Lines. Until his latest promotion he was auditor of disbursements and has been with United and its predecessor companies since 1924. Wright is a veteran of air transportation in this country.

S. V. Hall has been assigned to full-time management of United Air Lines' military operations for the Army Air Transport Command across the Pacific and to Alaska. Meanwhile, **O. C. Richerson** will serve as regional manager of western operations for United. Both will be headquartered at San Francisco. Hall, regional vice-president of United, heretofore has devoted his attention to supervision of both the company's commercial operations west of Denver and its military operation in the Pacific. Richerson has been his assistant.

ELECTED TO RAS:

Dr. Stephen J. Zand, director of the Vose Memorial High Altitude Laboratory of Sperry Gyroscope Co., at Great Neck, L. I., has been elected a Fellow of the Royal Aeronautical Society. He is the thirteenth American to be honored by the Society, the oldest aeronautical association in the world. Before joining Sperry in 1932, Dr. Zand was with Curtiss-Wright Corp., Buffalo, and Ford Motor Co. (Aero Division). Dr. Zand is a Wright Brothers medalist, a fellow of the Institute of Aeronautical Sciences and a former vice-president of the Society of Automotive Engineers.

World Airworthiness Standards Discussed at St. Louis, London Talks

Warner of CAB stresses need for international agreement from standpoint of private plane manufacture as well as safety in air commerce.

By SCOTT HERSHEY

Problems of international airworthiness requirements are receiving increasing attention in the aviation industry which generally sees decided advantages in the setting up of standards, although viewpoints on the course to be followed are widely varied

The question came up for considerable discussion at the recent meeting of the Airworthiness Requirements Committee of the Aeronautical Chamber of Commerce in St. Louis and the subject also was discussed in the technical sessions of the London exploratory talks

▸**Standards** — The advantages of international agreement are obvious from the safety standpoint, but the trend of thinking in the industry is also on the importance of standards which would permit air commerce to move more freely between countries and, in addition, to widen the market from the industry standpoint of aircraft engines, prime materials and accessories, regardless of the country of their manufacture The importance of such standards from a maintenance viewpoint should not be overlooked and the establishment of certain standards and categories would diminish the possibility of underselling with inferior equipment

Such experts as Edward P Warner, vice-chairman of the Civil Aeronautics Board, feel that problems of international airworthiness requirements had received too little attention in the past and he is hopeful that further discussions among aircraft manufacturers will be undertaken with a full development of all viewpoints on the matter.

▸**Opinions Differ** — Warner discussed his own views on the question at the Chamber's Airworthiness Requirements meeting in St Louis, which was attended by top engineers of 25 leading aircraft manufacturers

It is conceded that there is considerable difference of opinion among aircraft industry leaders on the question of international agreements regarding airworthiness requirements, some holding the view that there should be no attempt at international agreement whatsoever

This view is based on the opinion that American manufacturers can produce superior airplanes and that cheap labor in some other countries might mitigate against our domestic industry.

▸**Agreements** — Others feel that there should be agreement to as great a degree as possible, with no attempt to make agreements binding Under this proposal, each country would maintain its own set of requirements, but an international reviewing board might be established to study disparities between the various requirements and make recommendations for a closer agreement This proposal, in the opinion of Warner and others, appears most feasible at the moment

Still another possibility would be complete international agreement which would require a treaty of some sort which would give to a permanent international airworthiness requirements board complete and final authority to make decisions binding on the signatories A modification of this plan has been suggested in which decisions of the international board would be subject to ratification by the individual countries

▸**British Optimistic**—The British are said to be quite optimistic about the feasibility of reaching international agreement on airworthiness requirements, but this optimism is not fully shared by Warner, in view of the difficulty and time delay that undoubtedly would be involved in ironing out differences of the participants

Warner told the Chamber's Airworthiness Requirements Committee that his doubts grew in large part out of the present practice of consulting the industry and other interested parties fully and repeatedly before any change was made in American airworthiness requirements

▸**Urges Binding Accord**—He said he believed full international standardization was a desirable objective, but that it could be obtained only if a limited group of representatives of each nation were authorized to go into conference and arrive at decisions which would be binding on all parties. Warner expressed doubt that such a proposal would receive the present approval of American industry and suggested that industry views on the matter be fully developed.

Warner also suggested that industry go into the question of a course to be taken with respect to international agreements for the

Post-War Jobs

A survey of some 50,000 aircraft workers in the Wichita, Kan., area, designed to ascertain the nature of the city's employment problem during the immediate post-war period, disclosed that about 50 percent of those questioned want some type of factory or shop work after the war

Sixteen percent of those questioned want to go into business for themselves and the rest want other kinds of employment or plan to retire

Considered especially significant was the number of women who want to remain in factory work Of the total surveyed, 40 percent were women and of these, 26 percent said they would like to continue in factory work after the war Thirty-five percent want to return to their homes, 24 percent want office jobs and the rest have miscellaneous other plans

Sixty-six percent of those questioned want to remain in Wichita after the war and 91 percent said they would stay in the city for the duration

mutual recognition of certificates of airworthiness.

Reciprocal Certificates—If complete uniformity of airworthiness requirements were attained, the various nations obviously would accept one another's certificates and aircraft could move freely from one country to another.

If, on the other hand, as seemed to Warner more likely, there continued to be difference among the national standards, the various nations might either agree to accept standards of the other as being adequate to the extent that private aircraft certificated as airworthy by one nation, under its own standards, would automatically be accepted as eligible for certification in other countries concerned, or it might be required that any aircraft to be exported should be checked for its ability to meet the standards of the country into which it was to be shipped or flown.

Objections—He pointed out that, although there would be obvious objections to allowing the sale in the United States of aircraft which did not fully comply with our airworthiness requirements, those objections might be offset by the advantages of allowing a reasonable freedom of international trade in private aircraft.

Warner urged that the industry give these proposals consideration and make their views known.

Naval Flyers Given *Liberator* Training

Former primary base at Hutchinson, Kan., to be used for instruction.

Training of Naval aviators and air crewmen in multi-place, multi-engine *Liberators* was begun last week at the Naval Air Station, Hutchinson, Kan.

This station was used formerly for primary training but, due to the expansion of the Navy's program for land-based *Liberators*, it was necessary to provide complete facilities for an all-inclusive training program of the pilots and air crewmen who comprise the combat teams.

Combat Training—Naval aviators go to Hutchinson for combat training after completing the Navy course in pre-flight, primary flight and intermediate flight training. Comdr. William C. King is commanding officer of the station and the training officer is Comdr. Douglas L. Mesker. Prior to his present tour of active duty in the Navy, he was a senior pilot of Transcontinental and Western Air Lines and had a leading role in that company's four-engine Stratoliner program.

Materiel Command Revises Inspections

Gen. Branshaw emphasizes constant search for safety devices in plane design and construction

By ALEXANDER McSURELY

Reorganization of the inspection division of AAF Materiel Command, which will affect inspection requirements and procedures in every war plant producing aviation war material in the country, has been announced at Materiel Command headquarters, Wright Field.

Maj. Gen. Charles E. Branshaw, commanding general, said the revision was a part of the command's continuing policy to provide planes and equipment with the highest possible margin of safety to the American airmen who use them.

Safety Factors Stressed—"Life may be cheap to the Japanese," he said, "but to us the safety of our men is of primary importance. Materiel Command experts are constantly striving to increase safety factors of all Air Force equipment from parachutes to superbombers. We want to get our airmen to target areas as swiftly and efficiently as possible but we also want to get them back. A plane can be built within a few days now—it takes 20 years to grow a pilot or gunner."

Coincidental with the reorganization, General Branshaw announced appointment of Col. Bryant L. Boatner, of New Orleans, as inspection division chief.

Authority Clarified—Major purpose of the reorganization, it is explained, has been to define more clearly the authority of inspectors in the field in an effort to eliminate uncertainties and indecisions which may tend to cause delays.

With this in mind, many long outstanding directives and specifications have been revamped and rewritten. Materials review procedures have been reworked and clarified, and allowable limits have been more precisely defined.

Coordination—Besides the revisions of procedure, the reorganization seeks to maintain a closer coordination between division headquarters at Wright Field, and the thousands of government and contractor inspection representatives in various warplants, for a clearer understanding of over-all inspection policies by the men in the field.

To supervise the reorganization, the Materiel Command called in Brig. Gen. Ray G. Harris, supervisor of the Midwestern Procurement district at Wichita and a recognized authority on procurement policies and inspection work. Beginning in February, General Harris has been working to reformulate policies and establish closer coordination between headquarters and field inspectors. Now the reorganization has been completed and General Harris has returned to his Wichita assignment, leaving Colonel Boatner to take charge of the reorganized division.

West Point Graduate—A graduate of West Point in 1928, Colonel Boatner has served at Wheeler Field, Hawaii, Brooks and Kelly Fields in Texas, Selfridge Field, Mich., and Barksdale La., before coming to Wright Field in 1938, to attend the Air Corps Engineering school.

In 1939, he and another pilot set a world's speed record for amphibian planes. He has been assigned in production division work at the command and is probably best known for his direction of the modification center system when it was first set up early in the war.

Inspection Chief: *Col. Bryant L. Boatner, new chief, Inspection Division, AAF Materiel Command, named coincidental with the reorganization of the division.*

Boeing Dedicates Air Laboratory With 700-mph. Wind Tunnel

New unit, fastest in U. S. with sections more than two feet in diameter, to be testing ground for airplanes of future.

A 450-foot aeronautical "test tube" capable of generating superhurricanes approaching the speed of sound, in which will be born many airplanes of the future, has been dedicated by Boeing Aircraft Co. at Seattle and named the Edmund T. Allen Memorial Aeronautical Laboratories in honor of the famous Boeing test pilot and engineer who lost his life last year in an airplane test accident.

Boeing engineers say the new Boeing experimental laboratory can produce wind in the 700-mile-an-hour range, and that it is the fastest of any wind tunnel in the country with test sections more than two feet in diameter.

▸**Complete Unit**—The new tunnel is a self-contained research unit, complete with model design and construction facilities and computing laboratories as well as actual testing quarters.

Wellwood E. Beall, Boeing vice-president in charge of engineering, discussed the aviation developments which promise to come as the result of wind tunnel experimentation and told the audience at the dedication that the speed of sound is the barrier which confronts aviation engineers today in their quest for greater speeds for aircraft.

▸**Speed of Sound Factor**—"Until we can solve the riddle of this mysterious barrier," Beall said, "the tantalizing possibilities of such developments as jet propulsion in so far as speed is concerned, will be governed by and limited to the speed of sound. We need to conduct an indeterminate amount of research at speeds approaching the speed of sound to find the answer."

The dedicatory ceremonies were marked by the posthumous award of the Guggenheim Medal for 1943 to Mr. Allen. The presentation was made to Mr. Allen's widow, Mrs. Florence Allen, by Philip G. Johnson, Boeing president, on behalf of the Daniel Guggenheim Medal Board of Award.

▸**Tribute to Allen**—Johnson said "Eddie Allen has been rightfully described as the greatest test pilot of all time."

▸**Tests 11-Foot Models**—The tunnel was officially placed in operation by Mrs. Allen following the award. Model planes, with wingspreads up to 11 feet, or full-scale airplane sections of the same maximum size, can be tested. All tunnel controls are centralized in the panel board before the test section at the same place where model observations are made.

The tunnel's flow of air is created by a propeller-like fan 24 feet in diameter. The fan consists of 16 laminated spruce blades. It is mounted on the end of a 37-foot solid steel drive shaft, 16 inches in diameter, which connects the fan with the motor and clutch.

▸**Electric Motor Used**—The synchronous electric motor, built by Westinghouse, has a rating of 16,000 hp. and maintains a constant speed of 514 revolutions per minute. The speed of the fan is regulated by a magnetic coupling or clutch, several times larger than any previously built, installed between the motor and the fan. This coupling, built by the Dynamatic Corp., operates on a magnetic principle and regulates precisely the speed of the fan so that airplane models or parts can be subject to exact wind conditions.

Two revolving metal rings, with no mechanical connection, are inside this coupling, the ring on the motor side being magnetized so that when it turns, it pulls the other ring around in the same direction, thus transmitting power from the motor to the fan shaft through air.

Boeing Laboratories Named for Edmund T. Allen. *A model Flying Fortress is shown being tested in the high speed wind tunnel dedicated by Boeing as a major section of the new Edmund T. Allen Memorial Aeronautical Laboratories. Photo at right looks down the long back section of the tunnel in which high-wing velocities up to 700-miles an hour are attained to check reactions of heavy aircraft and equipment.*

Registers Tests Made—The tunnel was built by the Austin Co. on Boeing specifications. An intricate Boeing-designed system of balances capable of measuring, with great accuracy, lifts from one-tenth of a pound up to 8,000 pounds and records all the forces acting on the model being tested, such as lift, drag, yaw, pitch, roll and side force. An ingenious automatic printer will record and print on a tape all the forces acting on the model.

The tunnel bore is a complete, continuous-return structure which follows an approximately rectangular course 450 feet in length. It varies in size from eight feet by 12 feet in the throat or test section to 27½ by 27½ feet at the largest part.

450-Foot Circuit—When operated high speed, the air completes the 450-foot circuit in less than two seconds. Inasmuch as 11 percent of the air in the wind tunnel is expelled and replaced with fresh air at every round trip for cooling purposes, under high speed operation the air in the tunnel is completely replaced with fresh air three times per minute.

An aerodynamics laboratory adjoins the wind tunnel, with a reception lobby and model building shops on the first floor and engineering offices and tunnel operations on the second, an arrangement which permits engineers to design, build and test models in the same building.

Coast Guard Tests Navy Helicopters

Expects to have 22 in service by June 30 and 186 in about a year, Waesche reports.

Coast Guard is doing all the experimenting on helicopters for the Navy, expects to have 22 in service by June 30 and 186 by June, 1945, testimony of Vice Admiral R. R. Waesche, in connection with the Navy Department appropriation bill has revealed.

None of the helicopters has been put into active service, and the "four or five" completed are being used exclusively for training.

British Pilots Trained—Admiral Waesche said six pilots have been trained and now are serving as instructors. He revealed that "something like 20 or 30 British pilots are in training now."

The Coast Guard Commandant termed helicopter developments very promising, saying that for "certain search problems, or landing on ship and taking off from ship other than an aircraft carrier, they are practically the only thing in existence right now that will do it."

Two Crashes Reported — Two helicopters have crashed, the admiral revealed, one a Coast Guard ship and another an Army helicopter. The Coast Guard crash was laid to personnel failure, while Waesche said "I think one several months ago was due to the failure of a machine the Army was flying. As a result, all helicopters were grounded until the trouble was discovered." He did not reveal the cause of the crash.

The big difficulty with helicopters, Admiral Waesche testified, lies in the low lifting load factor. Experts, he said, believe there is a "certain limit which they will reach whereby, at the present, they do not see their way clear to go further in the way of the lifting load."

Ford P & W Motor Output Up 45%

A 45-percent increase in production of Pratt & Whitney 2,000-hp. aircraft engines during the last three months is reported by Ford Motor Co., which attributed the gain to perfection of manufacturing methods.

Details of methods in engine manufacture were not disclosed, but the company did report a changeover in airplane parts fabrication, which revises riveting processes.

Riveting Time Saved—Two spars are completed and 270 rivets secured in a single operation under this method. Ford reported that total time consumed by the press for placing the rivets, riveting and tacking is 10 minutes, or five minutes for each spar as compared with 25 minutes per spar for hand riveting.

NEMA Organizes Aircraft Council

Aircraft Electrical Council, subdivision of the National Electrical Manufacturers Association, has been formed with a membership of approximately 50 NEMA companies.

The council is designed to provide a more effective contact between the aircraft and electrical manufacturing industries, NEMA officials said. It is planned to provide aircraft producers with experience and facilities of electrical manufacturers and to provide member companies with performance and production requirements of electrical equipment for aircraft applications and to develop purchase specifications. Offices will be maintained at NEMA headquarters, 155 East 44th Street, New York City.

WARWICK IN RAF TRANSPORT SERVICE:

The Royal Air Force is using the Warwick *in many war theaters, as passenger and freight carrier and other capacities. The ship is a mid-wing monoplane, with two Pratt and Whitney Double Wasp Engines.*

Prospective Return of 24 Planes Brings up Negotiation Problem

Formula must be worked out to account for depreciation, repairs and conversion costs, spare parts and other factors.

By MERLIN MICKEL

Negotiations are in progress to determine how 24 planes are to be distributed among the airlines on their expected return from the Army late this month and in June.

The determination is complicated by the fact that these ships, for the most part modified DC-3's with the Army designation of C-49 or C-53, were not leased but were purchased outright by the War Department from the airlines soon after the war began.

▸**Formula Sought**—This means that a formula must be worked out to account for depreciation, cost of repair and conversion, spare parts and other factors. In consideration of individual condition, the formula must be applied to each plane.

Interest lies not only in the fact that the formula may provide a starting point for the agencies interested in disposal of surplus planes after the war, but may be applicable to further return of planes to the airlines during the war.

▸**Others May Be Released**—There is little doubt that other planes may be made available to the airlines from the original take-over. These are of the so-called "minor types," such as Boeing 247-D's and Lockheed (10-A) *Electras*. The Army acquired 25 of the former and 16 of the latter, but some of the Boeings have been sold by the Army to South American lines.

How many of the remainder may go back to the lines has not been decided, but reports are that it will be a substantial number. Furthermore, their return may precede or coincide with that of the modified DC-3's. Certainly it will not require much more time than the contemplated turnback of the latter.

There is some doubt whether such minor types of craft as the *Electras* and 247's will go back into regular scheduled service, but they may be suitable, it was pointed out, for pilot training or other auxiliary services.

Return of the C-49's and C-53's, some sources say, virtually "clears out" planes of this type acquired by the War Department from the airlines, except for those in contract operation. Others so identified numerically were put in Army use as they came off the assembly line.

Original plans were that 27 planes should be made available for domestic use in the current return. This later was cut, however, to 24. More than 150 were taken by the Army originally, leaving more than 60 airline planes still in Army service.

▸**Availability Problem**—Much as the airlines desire more planes, there are many questions where these are concerned that have not arisen previously. The availability of parts is one of the most serious.

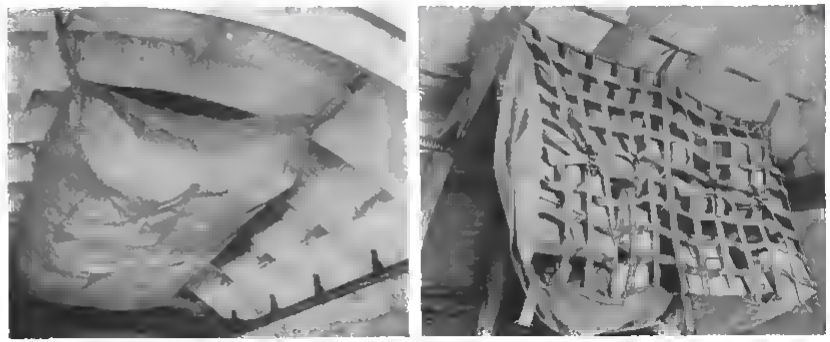
In the more distant future lies the question whether C-47's, cargo adaptions of the DC-3, will become available, and whether the airlines will welcome their return, considering the reconversion they will entail. Here, as elsewhere, lack of parts and availability of equipment to make the change-over to passenger use will have a bearing.

Pilot complement presents a problem on the returned planes, but the airlines do not feel that it is insurmountable. Usually each ship turned back means an additional four pilots and equal number of co-pilots if it is to be placed in scheduled operation.

▸**Service Increase Likely**—Major benefit from the addition to the airlines' equipment is anticipated through increased air mail service. More than half the mail sent by air in recent months has been delayed or shifted to train because of lack of planes.

No marked effect is looked for so far as civilian non-priority passengers are concerned, since the military backlog and others with priorities may be expected to speak rapidly for any additional seating space that becomes available.

RAILWAY EXPRESS MEN DISCUSS AIR OUTLOOK:
Executives and operating officials of Railway Express Agency met in New York to confer on plans. Photo shows, left to right, P. H. Cummings, air traffic executive, M. G. Lickteig, E. L. Head, V. M. Grimsley, air express managers, C. R. Graham, vice-president, A. L. Hammell, vice-president and chairman, J. M. Shanaphy, executive representative, C. A. Frey, traffic vice-president; K. N. Merritt, general manager, public relations, C. G. Peterson, chief engineer, and R. W. Starkey, air express manager.



SMALL PACKAGE AIR CARGO CONTAINER:
This container has been designed by the aircraft division of Evans Products Co., Detroit, as an answer to the problem of handling air cargo in small packages. Hung against the plane ceiling in flight, the container is unfastened on one side and dropped for loading or unloading. It weighs 4½ pounds, and carries an ultimate load of 1,400 pounds. The company says tests by United Air Lines and Transcontinental & Western Air indicate the contrivance is a satisfactory solution.

Paper Priority Ruling Hailed by Airlines

Move seen as WPB recognition of need for preferential service as well as precedence in travel.

A War Production Board order granting a priority applicable to paper cups and food containers for airline passengers brought grateful comment from some of the airlines.

Pan American and American were among those who found in WPB's action recognition of the importance of essential travel, appreciable in view of a paper cup shortage caused by Army, Navy and War plant demands.

▸**Priorities** — Pennsylvania-Central, which resumed serving food to its passengers early last month, after dropping the custom as a war measure, commented that since a large proportion of airline passengers are traveling on priorities, it is fitting that there should be priorities on their conveniences.

Particular interest in the order was expressed by Howard Baumgardner, American's supervisor of food service. American reports it tabulated 768,990 passengers during 1943, thereby discovering that for the ninth consecutive year it annually carried more passengers than any other airline. In its first year of record, American's passengers numbered 176,005.

▸**PCA Uses Fiber Tray**—PCA estimates that the meals it serves will run about 9,500 a month. Originally intending to use a cardboard tray and lid, it has turned instead to a fiber tray and lid with cardboard insert. The line's food officials say that, while initial cost of the fiber tray is much higher than a cardboard tray, it is expected to be less expensive in the long run, because it can be washed and used repeatedly, while the tray of the other type would be thrown away after each use.

They asserted that PCA, like some of the other airlines, feels that food tastes better to the passenger when eaten from china. Pennsylvania-Central and United, for instance, use a china casserole, and the latter reportedly is planning to use china cups. American uses some plastic plates.

Pan American employs different services, but uses paper extensively for convenience and sanitation reasons.

Pan American Lunch: *Picture shows extent to which paper is used in serving an airline luncheon. This "typical" Pan American layout includes soup, salad, four sandwiches, coffee and milk, cake, apple and condiments.*

Stanton to Address Southwest Air Forum

Aviation problems to be discussed at Oklahoma City meeting May 26.

Charles I. Stanton, CAA administrator, will be the principal speaker at the one-day Southwest Civil Aviation Forum to be held Friday, May 26, at the Skirvin Hotel in Oklahoma City.

Attendance is expected from Arkansas, Colorado, Kansas, Louisiana, Missouri, New Mexico, Texas and Oklahoma, representing municipalities, airport managers, fixed base operators, flight schools, airline operators and applicants, CAP officials, and state aviation officials.

▸**Aviation Forum**—The meeting is designed as an informal discussion of the Southwest's aviation problems.

Persons attending are invited to send in questions in advance. The meeting will open at 10 a.m. with a discussion of questions sent in. Administrator Stanton will speak at a luncheon, and another discussion session will be held from 2 to 4 p.m.

Pogue Sees Post-War Reduction In Air Cargo Cost to 5c a Ton-Mile

CAB chairman, on visit to Southern California airframe plants, predicts cut to 15c rate immediately after termination of conflict.

By SCHOLER BANGS

Lowering of air cargo costs to 5 cents per ton-mile within five years after the war ends will leave J Welch Pogue, Civil Aeronautics Board chairman, "not at all surprised."

He made the observation during his recent two-day visit to Southern California airframe plants, and said it was based on what he had seen in factory preparations for post-war air commerce

▸**Urges Reduction**—Cargo costs should be lowered to 15 cents per ton-mile immediately after the war, a rate that will enable transport operators to become definite competitors for large amounts of shipping

Pogue at the moment is not a "super" airliner enthusiast, and he said in Los Angeles he believes the transport business will gain strength through small planes and frequent schedules rather than by use of massive equipment.

▸**Guiding Policy**—He spoke of a "wise policy' needed to be a guide for the nation's aviation future, a policy he feels should make it possible for factories to continue developmental work in the post-war era, offer an acceptable solution to problems of surplus, continue development of military aircraft, engender a strong foreign policy that will insist on "right of transit" for American international air commerce

▸**ROUTE APPLICATIONS**—More than 2,000 miles from his home base, the CAB chief was inclined toward optimism in looking ahead at the Board's task of reviewing 500 domestic and 100 foreign route applications, the domestic applications alone involving proposals for 500,000 route miles in contrast with the 230,000 route miles now held by the rail industry

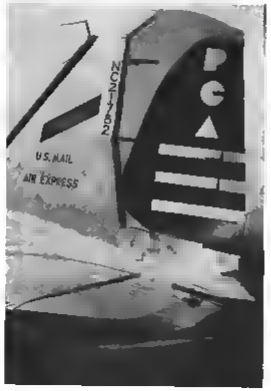
He thinks the Board will be able to work through the voluminous applications, complete hearings, and hand down decisions on all applications in from two to three years

▸**REPORT IN OFFING**—A factor in speeding board action will be the issuance, within another six to eight weeks, of a CAB route application "policy" report that should determine Board attitude on many questions common to many applications

It is his "personal speculation" that when hearings are completed the United States may find itself in possession of 200,000 route miles of airways—but only if Congress sees fit to adopt a liberal financial attitude toward supporting "local" air transport operations

▸**McCARRAN BILL**—Should the McCarran bill be adopted and effect a closer integration of the Civil Aeronautics Administration and Civil Aeronautics Board, Pogue will be a prime candidate to run the show He will have the personal blessing of the bill's father, Senator Pat McCarran.

At the Aviada celebration in Las Vegas, Nevada, Senator McCarran, speaking on his proposed legisla-



SERVICE STRIPES:
Novel idea is the use of service stripes by Pennsylvania-Central Airlines on ships returned by the Army PCA feels that planes which have contributed to the war effort are entitled to special recognition

FORK-LIFT TRUCK LOADS *LIBERATOR EXPRESS*:
While it's on war duty now, this battery-powered Clark electric fork-lift truck is typical of the loading devices being watched by airline executives who are thinking about future cargo operation. Here one of a fleet is loading a C-87 Liberator Express transport at Consolidated Vultee's Fort Worth plant.

tion, said: "... I can think of no one better qualified to administer it than Welch Pogue."

▸**CAA EDUCATION PROGRAM**—Commendation for the vigor of his support of the CAA's national education program is due H. A. Hook, CAA regional manager, Sixth Region, and his staff at Santa Monica, Calif.

He has just completed, at Salt Lake City, the fourth of a series of training meetings for high school teachers who, in many cases, are charged with giving their students pre-flight classroom training, but who have never been in an airplane.

Hook sees to it that, during training meetings, the teachers, invited in groups of 100, get rides in CAA planes, witness air traffic control in the air as well as in the flight tower and leave convinced that they can equip their students with basic knowledge for growing up in an air age.

Crash Report Urges Study of Storm Data

Violent downdraft caused accident near Trammel, Ky., last July, CAB finds

In a report on the crash of an American Airlines DC-3 last July 28 near Trammel, Ky., the Civil Aeronautics Board found that the plane had been caught in a violent downdraft in a thunderstorm, and recommended that more thorough meteorological study be given to such storms in the interests of safer flying.

The Board has discussed with the U. S. Weather Bureau and the National Advisory Committee for Aeronautics the possibility of gathering "more information on the dynamics of thunderstorms and more accurate methods of forecasting severe developments," the report stated.

▸**Flying AM 22**—At the time of the crash the plane was flying American's AM 22 between Louisville and Nashville at night. The investigation revealed that the pilot probably thought he had found a safe path through the storm when the plane was caught in a violent column of descending air and forced from an altitude of 1,300 feet to the ground.

Sixteen passengers and four crew members were killed as a result of the crash.

12 Cases Await Final CAB Decision

Four involve mail rates, two Board jurisdiction, two acquisitions and four route authorization

By DANIEL S. WENTZ II

Twelve cases involving 25 dockets had passed through all the necessary procedural stages and were waiting final adjudication by the Civil Aeronautics Board itself at the month's end. Four of these remained from last year. Eight have been submitted in 1944.

Four mail rate cases, two questions involving Board jurisdiction, two questions of approval of acquisition and four route authorization cases comprise those in which decision is pending.

▸**Voluminous Testimony**—In such cases the Board often must study thousands of pages of testimony in each docket.

Of the mail rate cases now before the Board, three concern Pan American and the fourth Continental Airlines. Under the Civil Aeronautics Act, the Board is responsible for setting a reasonable rate of compensation for transportation of mail.

Pan American's cases involve trans-Atlantic, trans-Pacific and Alaskan mail service. Most of the testimony in the transocean cases remains confidential for defense reasons. All three of these cases have been pending since last year.

▸**Jurisdiction**—The Board's jurisdiction has been called into question in a case involving a wage complaint filed by the Air Line Pilots Association against National Airlines.

A similar question of jurisdiction arose in the so-called Panagra Terminal case when the need for a U. S. terminal for the operations of Pan American Grace Airways was argued.

In a case submitted to the Board in March, acquisition of Mayflower Airlines by Northeast Airlines is in question. Examiner Frank A. Law, Jr., has recommended that the purchase be approved.

▸**Decision Awaited**—Western's acquisition of Inland Air Lines, which has the approval of Examiners Thomas L. Wrenn and Barron Fredricks, is also waiting decision. The Air Line Pilots Association was an intervener in this case when the seniority rights of Inland's pilots became involved in the transfer. The contract of acquisition failed to insure these rights.

INNOVATIONS IN PCA'S RECONVERTED PLANE:

Pennsylvania-Central Airlines claims several innovations in this ship following its return from duty with the Air Transport Command. Notable in the reconversion to passenger use are the new seats shown in this interior shot. Lighter than seats in other PCA planes, they have a new type reclining mechanism controlled by a lever on each seat instead of the usual button. Less breakage is expected. The seats are manufactured by Warren MacArthur Co. Owens-Corning Fibre-glass is used for curtains. Carpeting is a light weight type of fabric installed to prevent slipping.

The Board is also called upon to decide whether Hutchinson, Kan., should be added as a stop on Continental's suspended route AM 60 between Denver and Salina. TWA and Braniff also had sought to serve Hutchinson, but Examiner Lawrence J. Kosters found in favor of Continental.

Intermediate Point Cases—Other intermediate point cases include a requested stop by Braniff at Lubbock, Texas, on AM 15 and a stop by American at San Antonio on FAM 26. Examiner Thomas L. Wrenn recommends that both requests be granted.

Braniff and Eastern objected to the San Antonio stop, asserting that it would have an adverse competitive effect on their traffic. The examiner awarded the stop to American on condition that it be used only on round trips between Mexico City and Ft. Worth-Dallas.

New York-Boston Route—Lastly, the Board is required to render a decision in the complex New York-Boston case, in which the question of who shall compete with American Airlines over that route must be decided. Examiner Wrenn has recommended that Northeast be allowed to operate into New York but avoiding conflict with Tulsa's trade area.

Officers named to serve without pay pending CAB action on a brief to be filed by the new organization are: Fred Jones, president; Clarence Page and W. M. (Bill) Morgan, vice-presidents; Mart Brown, secretary, and Virgil Browne, treasurer.

Oklahoma Airlines $500,000 Concern

$100,000 already subscribed by residents of area for which CAB permit has been asked

Oklahoma Airlines, newly organized airline system which will seek CAB approval to serve a trade area of smaller communities around Oklahoma City, has been announced as a $500,000 corporation with $100,000 of stock already subscribed by residents of the area to be served.

T. E. Braniff, head of Braniff Airways and regarded as father of the plan, emphasized that he was not interested in operating the company, only incidentally from a financial standpoint. Expressing doubt that the CAB would permit his or any other large company to participate in the new venture, he said he would keep his financial interest of $25,000 if permitted, and would offer technical aid if possible.

Operate in Oklahoma—The new corporation tentatively plans to operate from virtually all major points in western Oklahoma, with a leg into southeastern Oklahoma.

Applications Filed For 2 Feeder Routes

Two intrastate feeder routes, one in California and the other in Colorado, are sought in applications recently filed with the Civil Aeronautics Board.

John H. Engel, who operates a military aircraft parts factory under the name of Engel Aircraft Specialties in Escondido California, has filed for a certificate to authorize three feeder routes out of San Diego. He proposes to transport mail, passengers and property in scheduled feeder and pickup service by conventional aircraft and/or helicopters. The applicant does not own any aircraft at present.

Circular Route—The Pueblo Air Service, of Pueblo, Colo., which until recently was a training school under the WTS program, has asked a certificate to authorize a circular route from Pueblo to other cities in southeastern Colorado.

The scheduled service proposed would carry mail, passengers and property. The applicant now owns four 225 hp. four-passenger Waco's which would be used over the requested route.

PCA USING NEW CARGO CONVEYER:

Pennsylvania-Central Airlines has developed this electrically operated loading conveyer and is testing it at Pittsburgh, Cleveland, Detroit and Washington. Known as the "Cargoveyer," it consists of an electrically driven belt mounted on a four-wheel chassis. The belt can be reversed for unloading. First experimental model was built by Standard Manufacturing Co. of St. Paul, Minn. Tests show that loading with the machine is about 50 percent faster than hand loading.

Airports Discussed At Spokane Meeting

Representatives of 45 communities in Washington, Idaho and Montana met recently at Spokane, Wash., to hear Paul Morris, regional Civil Aeronautics Administration manager at Seattle, urge preparation for a post-war expansion of aviation that may find their municipalities on feeder routes, and give advice on moderate low-cost community airports.

Speakers included Roscoe Turner, Harvey Hancock of United Air Lines, Bert Zimmerly of Zimmerly Air Transport, and William Sims of Southwest Airlines. The Spokane Chamber of Commerce sponsored the meeting.

ATA Given Data On Clearing House

Nearly $4,000,000 worth of airline business handled in first month, manager reports.

The new Airlines Clearing House, Inc., handled nearly $4,000,000 worth of airline transactions in its first month of business. A report by Lowell N. Harter, vice-president-treasurer and general manager, indicates that its work is progressing satisfactorily, though behind schedule because of lack of experience.

Harter's statement, transmitted in March, was on the agenda of Air Transport Association's board of directors.

The new Airlines Clearing House began operations last January, with a set-up approved by the Association and ATA's Airline Finance and Accounting Conference.

▸**Central Bureau**—Designed as a central bureau to clear interline transactions in North America, involving domestic and Canadian lines, the corporation's work is intended to expedite settlement between the lines on passengers, refunds and excess baggage. In the past, airlines followed their own checking methods to handle transactions with other lines. Direct sales with no interline implications still are handled by the individual lines.

Offices are in Chicago, with a staff personnel of 19 headed by Manager Harter. Most of it is clerical help and persons needed to run the card-punch machines that are the nucleus of the system. Largest salary goes to Harter, who receives $500 a month. Total monthly payroll runs to $2,690. The manager's budget estimate for the entire expense of running the office during 1944 was $60,715.

▸**January Figures**—His volume figures for January showed that 122,374 items were cleared with a total dollar volume of $3,956,929. This includes total U. S. and Canadian payables of $2,075,679 and receivables of $1,681,232. Items numbered 55,513 payables and 66,661 receivables.

American Airlines had the greatest dollar volume with $694,833, and the greatest number of items with 26,461. Next were United with $760,691 and 19,214, TWA with $451,821 and 14,465, and Eastern with $427,576 and 14,022. Pennsylvania-Central reported dollar volume of $225,090 in 6,097 items. Other lines in order of dollar volume were Braniff, Northwest, Delta, Western, Chicago and Southern, National, Mid-Continent, Continental, Trans-Canada, Colonial, Northeast, Inland and Canadian Pacific.

New Runway

Lindbergh Field at San Diego to be augmented by additional runway.

Facilities of Lindbergh Field, San Diego's airport, are soon to be augmented by the addition of an 6,500-foot runway paralleling the existing east-west runway. Consolidated Vultee Aircraft Corp. is assuming $2,100,000 of the $3,700,000 cost, but the city of San Diego will receive the airport title.

▸**Convair Field**—Lindbergh Field is extensively used by Convair as a testing field.

The new facilities are being built to provide adequate landing and takeoff surfaces, lack of which had caused a temporary closing of the field.

Schadle Stresses U. S.-State Port Plan

Following Civil Aeronautics Administrator Stanton's lead, Webb Shadle, general counsel of the CAA, re-emphasized the federal-state share-the-cost plan of constructing small airports to meet post-war needs in an address before the National Association of Cost Accountants at a conference in Baltimore.

His estimate of the future magnitude of civil aviation was conservative, but he pointed out that whatever developments the future may hold must be based on number and quality of airports available. He, like Stanton, places the post-war requirements at 6,000 airports.

▸**Private Flying Outlook**—Shadle pointed out that the high cost of helicopters and the physical requirements for a pilot's certificate, would govern any vast increase in private flying.

The Civil Aeronautics Administration feels that some federal-state partnership is the most economical way to finance airport development.

Canada to Divest Roads of Airlines

Breakup of CPA into original companies forecast in Howe statement.

So closely will Canada's new Air Transport Board be fashioned after the Civil Aeronautics Board that there will be provision for compelling railways to drop their aviation business.

This means, according to a statement in the House of Commons at Ottawa by C. D. Howe, Munitions and Supply Minister, that Canadian Pacific Air Lines will be broken up into its original operating companies.

▸**Under Dominion Control**—The Air Transport Board, which is soon to be established, will be part of the Civil Aviation Branch of the Department of Transport, so that the government will be able to keep a hand on aviation policy.

Separation of airlines and railways has a counterpart in CAB's interpretation of the law that effectively has prevented entry by surface carriers into air transport.

▸**Includes Ten Companies**—Canadian Pacific Air Lines consists of ten companies purchased in their entirety or in part by Canadian Pacific Railway in recent years, most since the start of the war, although the CPR had an interest in some of them for a decade. A number of the companies were in a precarious financial position when taken over by CPA. Minister Howe said that separate enterprises would be re-established, and assumed that the separate airlines had been bought at reasonable prices and could be separated without loss to anyone.

The companies which make up CPA cover all parts of Canada. Oldest is Canadian Airways, with headquarters at Winnipeg, which had operations throughout the northland and along the north shore of the St. Lawrence River. Quebec Airways, operating out of Montreal, operated north of the St. Lawrence River. Dominion Skyways operated out of Montreal. Arrow Airways operated in northern prairie provinces out of The Pas, Manitoba. Wings, Ltd., with headquarters at Winnipeg, covered mostly northwestern Ontario and northern Manitoba.

▸**Intercity Service**—Prairie Airways operated intercity air service out of Moose Jaw, with some northern freighting. Yukon Southern Transport, with headquarters at Edmonton, operated air service along what is now the Alaska Airway from Vancouver to Dawson. Yukon Ginger Coote Airways operated out of Vancouver into mining regions of British Columbia. Starratt Airways covered a vast territory in northern Ontario out of Hudson. Mackenzie Air Service operated a route from Edmonton to Aklavik and Coppermine, north of the Arctic Circle.

In addition to these lines, CPA took over some air training schools and has started others to aid in training airmen for the British Commonwealth Air Training Plan.

▸**Points to U. S. Policy**—Minister Howe said the government had come to its decision, without consulting the railways, to divest the railways of their air services because experience has proved this best.

The government has decided that small operating companies, in addition to the CPA air routes which will be broken up, will be established on an exclusive basis in any area. Returning airmen, aided by the government's new Industrial Development Bank, or by private business, would be given a route and financial aid.

Panagra Election

Re-elected directors of Pan American-Grace Airways, Inc., include Harold J. Roig, president, Howard B. Dean, who was also elected vice-president, W. F. Cogswell, A. Garni, H. Preston Morris and R. H. Patchin. Henry Friendly and Erwin Balluder were elected directors to succeed George L. Rihl and Evan E. Young. Balluder's election is subject to CAB approval.

SHORTLINES

▸Allegheny County, Pa., commissioners have approved a $200,000 bond sale with a view to raising funds for improvements for the Pittsburgh (Moon Township) Airport, a $12,000,000 project. The bond issue will permit drafting of plans and purchase of such additional land as is necessary.

▸American Airlines has added a daily round trip to its schedules between Los Angeles and Chicago, via Phoenix.

▸United Air Lines, through addition of a plane released by the Army, now offers six daily transcontinental flights between New York and San Francisco.

▸A Martin *Mariner*, manned by a Pan American Airways crew flying under contract with the Naval Air Transport Service, has accomplished a rescue in a heavy sea by picking up 48 survivors of the transport *SS Cape San Juan*, torpedoed in the Pacific. The War Shipping Administration reported that 1,359 lives were saved.

▸National Airlines reports that one of its *Lodestars* recently set a record of two hours and nine minutes between New Orleans and Jacksonville. Another National plane flew from Miami to Key West and return in an hour and a half, with three minutes for the turn around at Key West.

CAB ACTION

● Civil Aeronautics Board has renewed the permit of the Royal Dutch Airlines (KLM) to use Miami as the northern terminal of flights from Curacao. Permission to land at Miami was originally granted the Dutch carrier in May, 1943. The present action of the Board is the third renewal. "Congestion arising out of the prosecution of the war" was given as the reason.

● Shreveport, La., and Coffeyville, Kans., have been granted permission to intervene in the New Orleans-Kansas City case, on which hearings were held early in April. Ozark Air Lines was given similar permission. An examiner's report on this proceeding has not yet been issued.

● Eastern Air Lines has filed an amendment to its application in Docket 1312 which is consolidated with the U. S.-Canada cases. The amendment asks to include Ottawa as an intermediate point between Syracuse and Montreal on Eastern's proposed Canadian extension from Baltimore. The amendment states specifically that Eastern has no intention of establishing local service between Ottawa and Montreal. The consolidated U. S.-Canada docket 606 et al has been set for hearing by Examiners Madden and Spong May 1.

● Northwest Airlines has amended its route application for service between Seattle and Honolulu to include Portland as an intermediate point. They also ask a route from Portland to an intermediate point. They also ask a route from Portland to Honolulu via Seattle, and a direct route from Portland to Honolulu. This application, with those of TWA, Hawaiian Airlines, Ltd., and the Matson Navigation Co. are the subject of a prehearing conference today (Docket 851 et al).

● In response to Examiner Lawrence J. Kosters recommendation that Alaska Airlines be prohibited from acquiring the Cordova Air Service, a motion has been filed by Cordova to hasten the action of the CAB in considering this case. Cordova points out that under terms of the purchase agreement, Alaska Airlines is now operating the Cordova routes and gaining their revenues during the peak period. They also state that steps have been taken to refinance Alaska Airlines. Examiner Kosters found that the Insecure financial position of that line argued against the proposed purchase.

● The possibility of a CAB examiner's hearing being held in Anchorage, Alaska, appeared in Examiner Lawrence J. Kosters report of the prehearing conference on Alaska Airlines' and Woodley Airways' applications for mail service between Fairbanks, Anchorage and Kodiak. The step was suggested by W. C. O'Brien, counsel for the Post Office Department, who stated that the most authoritative witnesses on Alaskan mail service were located in Anchorage. The presidents of both carriers who will also be important witnesses are likewise in Anchorage. Precedent for holding hearings outside the U. S. does exist.

● CAB machinery was set in motion last week with a prehearing conference before Examiner F. Merritt Ashley to consider applications for air service in the West Coast area. Twenty applicants are involved in the proceeding, including United, TWA, Northwest and Western.

● CAB has denied a petition of Kansas City Chamber of Commerce seeking to intervene in the St. Louis-Detroit Case (Docket 363 et al.). The examiner's report in this case will be issued soon.

● The application filed by the Carolina Scenic Coach Lines and consolidated with the Great Lakes-Florida proceedings (Docket 870 et al.) has been dismissed at the applicants request.

● Eastern Air Lines, with the permission of the CAB, started non-stop service on one night flight between Raleigh and Savannah on AM 6 today.

● TWA and Chicago & Southern have both been permitted by the Board to appear on intervenors in the Great Lakes-Florida cases (Docket 870 et al.). The Board denied a petition by Eastern to reconsider the consolidation order in this case.

● The Civil Aeronautics Board has authorized United Air Lines to operate non-stop between Sacramento, Calif., and Cheyenne, Wyo., on AM 1. Representatives of the airline said the new service has been started.

CAB SCHEDULE

May 1. Pre-hearing conference on applications for trans-Pacific routes between Honolulu and Los Angeles, San Diego, San Francisco, Portland and Seattle. Applicants in this proceeding include Hawaiian Airlines, Ltd., TWA, Northwest and the Matson Navigation Co. (Docket 851 et al.)

May 1. Hearing on proposed U.S. to Canada service before Examiners Madden and Spong. Applicants include Colonial Airlines, American, Pennsylvania Central, United, Eastern, Page Airways, Hyland Flying Service and Union Airways. (Docket 609 et al.)

May 1. Hearing on Pan American's acquisition of the China National Aviation Corp.

May 3. Briefs due in the case involving applications by TWA and American for service to Joplin, Mo., and Oklahoma City and Tulsa.

May 8. Deadline for filing exceptions to Examiner Bethel's report in the Denver-Los Angeles Case (Docket 819 et al.)

May 8. Hearing before Examiner Ross I. Newmann re Pan American's acquisition of Aeronaves de Mexico S. A. (Docket 876).

May 15. Exhibits due in the Great Lakes to Florida proceedings.

May 11. Prehearing conference involving route applications in the Rocky Mountain area. (Docket 193 et al.)

June 1. Deadline for exhibits in the Caribbean-Latin American case.

June 3. Rebuttal exhibits in the Great Lakes to Florida case due.

June 12. Hearing before Examiner Newmann in the Great Lakes-Florida case.

June 30. Tentative deadline for exhibits in the applications of Alaska Airlines and Woodley Airways for mail service between Fairbanks, Anchorage and Kodiak, Alaska.

July 1. Rebuttal exhibits due in the Caribbean-Latin American proceedings.

July 17. Tentative hearing date for the Fairbanks-Anchorage-Kodiak mail case. Examiner Lawrence J. Kosters will hear applicants.

FINANCIAL

New Survey of Profits Shows Aircrafts Near Bottom of List

National City Bank analysis of 2,625 corporation reports reveals average of 3.6 percent compared with 1.8 percent for aviation manufacturers.

By ROGER WILCO

New research by one of the world's great financial institutions shows the aircraft group had one of the lowest profit margins among all manufacturers during 1943. This was revealed by a comprehensive survey of corporate earnings as presented in the current bulletin of the National City Bank of New York. Annual reports of 2,526 leading corporations were examined for 1943 and provide a broad background of corporate earnings for American industry. Results for 1942 also are shown.

An average of 3.6 percent was shown as net income after taxes on sales as earned by a group of manufacturers for 1943. This represented a decline from 4.3 percent for 1942.

▸**Meat Packing Lowest**—By contrast, a group of 24 aircraft and parts companies showed an average return of 1.6 percent in 1943 and representing a material decline from the 3.2 percent revealed for 1942. Only one industry—meat packing—had lower profit margins, 1.1 percent in 1943 and 1.2 percent in 1942. However, the packers have traditionally been known for their low profit margins but have generally experienced sustained profitable operations because of the tremendous volume of business conducted.

It is, nevertheless, significant that the drop in profit margins for 1943 over 1942 was the greatest for the aircrafts—almost 50 percent. This was by far the sharpest decline shown for any of the 29 industrial groups presented in the National City study. Further, the automobile group experienced a far higher degree of profitability than did the aircrafts. The former group showed an average profit margin of 3.2 percent in 1943 and 5.2 percent for 1942.

▸**Anomalies**—Profit margins determine the extent of earnings and have long been given prime consideration by investment observers. Their importance is highlighted by the interesting anomalies revealed by the National City survey.

A group of 20 drug and soap companies showed the highest profit margins among the entire list—7.4 percent in 1943. As a result, with total sales of $941,072,000, net income of $69,079,000 was reported. By contrast, the aircraft group with sales of $3,243,979,000, or more than three times that of the soap category, earned but $59,360,000 or about 7 percent less. The explanation can be found in the prevailing difference of profit margins.

▸**Auto Industry**—Similarly, the automobile group showed total sales of $6,152,350,000 or almost twice that of the aircrafts. Yet, the former was left with net income of $199,155,000 or more than twice that of the aircraft group. Here again, the answer can be found in the existing profit margins.

A far better showing is made by the aircraft industry in the presentation of net income earned on net worth.* This summary also was prepared by the National City Bank and reveals the percent return earned on net worth or invested capital.

▸**Average 36.5 Percent**—This time 30 aircraft and parts companies are shown and are reported as earning an average of 36.8 percent on net worth during 1943, virtually unchanged from the 36.0 perrent recorded during 1942. These results were by far the best revealed among the entire list of 70 industrial groups examined in the National City review. The average for all manufacturing was but 9.9 percent for the two years.

Some interesting contrasts are afforded by other comparative industrial groups for 1943. Automobile, 13.3 percent; shipbuilding, 23.5 percent; and railway equipment, 9.3 percent.

▸**Large Capital Turnover**—Reason for the superior showing of the aircrafts, in terms of percent return earned on net worth, is primarily due to the fact that the group has operated on a large turnover of capital and has been greatly aided by the substantial extent of facilities financed by the government. As a consequence, the group's own capital investment has been relatively small.

It is interesting to note that the 30 aircraft companies used had an aggregate net worth of $270,997,000 as of Jan. 1, 1943, and was up from the $205,542,000 reported a year earlier. On the other hand, 20 automobile companies showed a combined net worth of $1,602,522,000 at the start of 1943, or about 5 times that of the aircraft group.

▸**Air Transpart Earnings**—The air transport group also came in for attention in the survey. Eleven airlines were shown to have earned an average of 20.4 perrent on their net worth for 1943, or a slight decline from the 22.4 percent indicated for 1942. This compares favorably with other transportation industries. For example, the return earned on net worth for 1943 rompares as follows: railroads, 7.6 percent; traction and bus, 5.8 percent; shipping, 5.5 percent and miscellaneous transportation, 6.2 percent.

Here again, the relatively small invested capital and large turnover of capital peculiar to air carriers are responsible for these favorable contrasts. For instanre, the railroads have a substantial permanent investment in rights-of-way, roadbeds, station facilities and similar installations. The air carriers do not have any comparable investments in such facilities. In other words, the airlines require ronsiderably less capital to generate a given amount of business than do the railroads.

▸**Capital Pasitian Up**—The two aviation groups, along with American industry as a whole, have steadily augmented their net worth or invested capital positions. This has been due to a policy of retaining a large portion of earnings and their ploughing back into the enterprise involved. On balance, this has strengthened capital structures and is a circumstance that has particularly benefited both the aircraft manufacturers and air carriers.

* Net worth includes book value of outstanding preferred and common stock and surplus account at beginning of year. Net income is shown in the study as after depreciation, interest, taxes and other charges and reserves, but before dividends.

Navy to Stay Out Of Brewster Vote

Management won't solicit proxies for May 17 meeting, Kaiser tells stockholders.

Election of officers at the annual meeting, May 17, of Brewster Aeronautical Corp., will be free of any direction from the Navy, stockholders have been notified by directors through Henry J. Kaiser.

The announcement said that, in consequence, voting trusts holding approximately 25 percent of the company's outstanding stock will permit owners of such shares to vote at the meeting. Kaiser, in his letter to the stockholders, reiterated that it is not the intention of the management to solicit proxies.

▸**Stock Owners**—Owners of the stock held by the voting trust are James Work, former chairman of the board and former president, and A. J. Miranda, Jr., I. J. Miranda and P. William Zelcer, members of the partnership whose contract as exclusive sales agent for Brewster on foreign sales was the subject of litigation.

The voting trust was set up when the Navy took possession of the plants and properties Apr. 20, 1942. It holds 144,550 shares of the 566,551 common outstanding.

New Door Fastener

A new type of quick access fastener, designed specifically for aircraft, is being made by Simmonds Aerocessories, Inc., which says it is of special value on inspection doors and access doors to fuel tanks, and can replace cowl fasteners, lock nuts and other non-flush fasteners in applications that require frequent opening and closing. When closed it lies flush, creating no air resistance, an advantage that grows in relation to the number of inspection doors on the plane's exposed surfaces.

2 GM Units Expand P&W Motor Program

Chevrolet and Buick disclose extensive retooling plans.

Expanded programs for the production of Pratt & Whitney engines have been disclosed by two General Motors divisions—Chevrolet and Buick.

Coincident with Chevrolet's completion of two years as a prime producer of P & W engines, M. E. Coyle, general manager and General Motors vice-president, said his division produced 10 percent of all the aircraft engines manufactured by American industry in 1943.

▸**Output at High Level**—He disclosed that the output in 1943 was at a rate five times that of 1942 and is holding constant at a high-volume level in 1944. In addition, Chevrolet is going into production of the new 2500-C Pratt & Whitney as disclosed by AVIATION NEWS last week. Coyle said output of the new engine will be superimposed on the present assignment.

A conversion and retooling job that normally would require a year, Coyle said, will be compressed into seven months in order to produce the new engine at the earliest possible date. This engine already is being produced at Pratt & Whitney's new Kansas City plant. Seventeen plants in Chevrolet's system are allied in the P & W production job. Coyle said that, since engine No. 1 was built by Chevrolet Mar. 30, 1942, the division had turned out 30,000 engines.

▸**Buick Retooling**—At the same time, Buick is retooling to make two additional types of Pratt & Whitney engines for *Liberators* and C-54's. The new engines are both twin row Wasps, the R-1830-75 and R-2000-5, of different dimensions and developing greater horsepower than current models.

Harlow H. Curtice, Buick general manager and General Motors vice-president, said two new supply contracts have been signed with the AAF Materiel Command, involving upwards of $60,000,000 for initial delivery of a specified quantity of both types and added that a manufacturing program has been started involving retooling and machinery procurement to meet proposed schedules.

▸**Schedules Up 22 Percent**—Buick, he said, has delivered 45,000 engines to the AAF and has assumed responsibility for supplying engines for the *Liberator* production program as well as the 1,830 cubic inch displacement for other purposes, plus the new Douglas transport engines. Schedules for 1944 are 22 percent above 1943 output.

Carl Dolan Buys Essential Industries

Machinery and equipment of Essential Industries Corp. have been purchased by the newly organized Carl Dolan Corp., with offices at 155 Perry St., New York.

Carl Dolan, president of the new corporation, is well known in aviation. P. A. Matthews is vice-president and treasurer, N. M. Bradkin, vice-president and secretary, Richard F. Kelly, sales manager, and Robert Beauvais, chief engineer.

▸**Tool Producer**—The company is one of the largest producers of quality tools, dies, jigs, gauges, and fixtures for the aircraft industry on the East Coast. Twelve floors of machinery and equipment produce an annual four million dollars worth of tools for companies such as Sperry, Bell, Curtiss-Wright, Eastern Aircraft Division of General Motors, and Goodyear.

Northrop, Packard Lead in Work Ideas

Northrop Aircraft and Packard Motor Car Co. workers are among the leaders in worker suggestions per employee, the War Production Board said last week in revealing that 1,745 awards have been made to the nation's workers as part of a nationwide production suggestion program.

Packard, makers of the Rolls-Royce Merlin engine, was second in the national totals, irrespective of worker numbers, with 105 awards. Northrop employees had received 37 awards.

Willys Output Up

Production of center-wing sections for the Navy *Corsair* fighter has increased 67 percent in the last three months over the preceding quarterly period at the Willys-Overland Motors plant in Toledo, the company announced.

Transport Leadership

UNITED STATES transport planes already are unparalleled anywhere for their speed, technical efficiency and dependability, and economy. Furthermore, the U. S at this moment probably has more multi-engine transport aircraft than all other countries combined and our production this year is breaking all records.

Next year's program is to be even larger. The four-engine transport production alone in 1945 will be several times the 1944 figure. Nothing like this tremendous schedule is under way or contemplated elsewhere.

Questions are being asked in the U. S. about the British transport production outlook. A consensus of responsible aviation authorities, including a few who have visited England, is that the well publicized projects there, announced from time to time in recent months, have been brought out mainly for the edification of local readers. They are paper planes, in the main, in response to outspoken criticism of the government for failure to have a single modern transport design which could be put into immediate production after the war and compete on even terms with American models.

Because of our present superiority in quality and quantity, this nation will be able to take over commercial airline leadership immediately after the war, restricted only by financial considerations. All of the foreign money in the world, public or private, cannot put together a challenging transport fleet overnight, without American planes.

These facts the Roosevelt administration must know. Its policies on surplus war transport aircraft, international air transportation, peacetime aircraft production, will determine whether we shall tie ourselves down to inferior standards and the restrictions of lesser countries.

Given the right to set its own standards, American free enterprise will never allow us to forfeit the international leadership which can be ours by right of superior production facilities and business acumen.

Military Responsibility

IN ITS PROPOSAL for post-war organization of a single department for the armed services, the Army has ignored one of the basic principles of our government.

High ranking officers last week in statements before the Woodrum Committee presented a tentative set-up which, if adopted by Congress, would violate every historic concept of the relationship between the American people and their military services.

The Army, under the plan submitted by Lieut. Gen. Joseph T. McNarney, deputy chief of staff, would relegate the civilian secretary to a minor administrative role and set up a joint chiefs of staff organization reporting and responsible directly to the President as constitutional Commander-in-Chief of the armed forces.

The President would have a chief of staff who would head the Chiefs of Staff Board. Although other witnesses quibbled about the exact chart of organization, McNarney was the ranking military officer testifying and his statement is explicit in its setting up of the chiefs of staff organization in direct control of strategy, budget and allocation of funds and units.

A basic tenet of this government has been responsibility of the Secretaries of War and Navy to the President and people. An Army chief of staff has been adviser to the Secretary of War on professional matters, and the chief of Naval Operations has functioned in similar capacity to the Secretary of the Navy.

The nation has never had a division of responsibility in the armed services. The chain of command has run straight through from the ranks to the top professional chiefs, then to the secretaries, and through the secretaries to the President. Control of military policy has remained in civilian hands. The armed services have sought to remove that control many times throughout our history, but so far have never succeeded.

In its scrutiny of the plan, Congress should study this feature carefully. We have never had a military caste in this country and the post-war need for one is not apparent now.

Secrecy is Unnecessary

FEW GOVERNMENT ACTIVITIES other than waging of the war carry more vital implications to American industry than the current workings of the Surplus War Property Administration. To the nation's aircraft and airline companies every move made in the surplus disposal picture has a direct effect on the future.

Yet no government source has been permitted so far to divulge the steps—past, present, or contemplated—in working out a policy. Officials close to the SWPA are themselves concerned with the mantle of secrecy. Members of the board have been instructed not to talk, and these instructions have filtered down through the various organizations, with the result that the SWPA is working behind the scenes to a greater degree than the armed forces, which have a logical and legitimate reason for secrecy.

Many working with the SWPA are in sharp disagreement with this procedure which, careful investigation appears to indicate, has been formulated at the highest levels and for that reason is being observed.

This policy will backfire inevitably. Any agency so important will soon find itself the subject of rumors and half-truths which will build up a distrust in the public mind difficult to eradicate.

The people must know what the Surplus War Property Administration is doing and why. Pat press conferences held infrequently, with little specific information released, is not the answer to this question. It is another example of the failure to apply proper public relations to a government function.

ROBERT H. WOOD

Tryout with Tracers

Not all laboratories are housed in buildings. This lonely ravine, for example, occasionally is used as a laboratory, when G-E engineers want to test electric equipment for aircraft turrets under actual firing conditions. Here is one of the famous Martin turrets going through its paces while engineers check the performance of the G-E turret-control system.

Today, a considerable portion of our vast research and engineering facilities is at work on new products and systems for aircraft. Soon, many new G-E devices will take their places in the fight for freedom alongside their well-known predecessors—turbosuperchargers, Martin turret controls, aircraft transformers, capacitors, relays, motors, control, etc.

Whether you fly planes or build them, you can depend on the products that carry the G-E monogram. They are expertly engineered and precisely built, to give long life and reliable operation under severe combat conditions on every fighting front. *General Electric Co., Schenectady, New York.*

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